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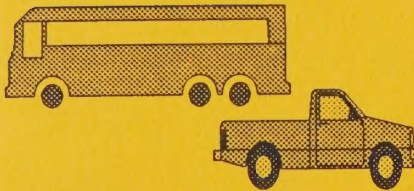


# Traffic Impact Fee Survey

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May 1997







# TRAFFIC IMPACT FEE SURVEY

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Financial support for the preparation of this report was provided by the Federal Highway Administration and the Federal Transit Administration.

May 1997

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1997 MEMBERSHIP ROSTER

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Financial support for the preparation of this study was furnished by the Federal Highway Administration and the Federal Transit Administration.





Santa Barbara County  
**ASSOCIATION OF  
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## **TRAFFIC IMPACT FEE SURVEY**

### **EXECUTIVE SUMMARY**

The Santa Barbara County Association of Governments, as the Regional Transportation Planning Agency, conducted a statewide survey in response to interest expressed by the local agencies in exploring the use of Traffic Impact Fees (TIFs) to fund transportation alternatives. The survey was undertaken to determine how jurisdictions throughout California assess TIFs, whether the fees include a specified apportionment to fund alternative transportation mode improvements, and in such cases, how the "nexus" and "proportionality" issues are addressed.

For the study, a telephone survey of California state and regional transportation planning agencies, a literature search, and a questionnaire survey were conducted. In total, the report compiles information on 264 jurisdictions, including all 58 counties and 206 (or 44%) of the 469 cities in the state. Of these 264 jurisdictions, 150 impose TIFs: 34 of the 58 counties (59%), and 116 of the 206 cities (56%).

The study found a positive correlation between county population size and TIF implementation: 41% of the counties with populations under 200,000 have TIFs, contrasted with 83% of the counties with populations over 200,000. A similar correlation was found in the surveyed cities; 37% of the surveyed cities with populations under 40,000 impose TIFs, contrasted with 68% of the cities with populations over 40,000.

The report presents information on TIF structure (e.g., fee amounts), fee basis, calculation methodology, and revenue use and allocation for many jurisdictions. Fee structure information is presented for 68 of the 150 jurisdictions (or 45%) identified as having TIFs. As explained in the text, this information was not collected from all the jurisdictions surveyed. To the extent that a comparison was possible, the report presents the range of residential and non-residential TIFs (high, low and average) by geographic area (Caltrans District).

In most of the jurisdictions surveyed, transportation infrastructure/facility needs associated with the General Plan at buildout was used as the basis for determining the TIFs. The study documents that TIF assessment/calculation methods vary; of the 95 jurisdictions for which this information was tabulated, 42% assess their fees based on the proposed development project's average daily trips, 34% use the size of the proposed development (square footage, number of units, etc.), 23% use peak hour trips, and 1% use the building valuation.

The study found that while most of the jurisdictions that impose TIFs use the revenues for traditional street and road improvements, more than 10% allocated a portion for alternative transportation mode improvements. A description of the TIF programs of each of these



jurisdictions is included in the report. Examples of street and road improvements funded by TIF revenues include freeway or interchange improvements, road widenings, intersection improvements, signalization, transportation corridor improvements, and bridge improvements.

Examples of alternative transportation modes funded by TIF revenues include new or upgrade of existing bicycle and pedestrian facilities, signage programs, transit capital improvements (new buses, shelters, terminals), bus pull-outs, rideshare/carpool and parking management programs, park and ride lots, and light rail station improvements.

State statutes and case law, discussed in the report, clearly allow the use of impact fees for alternative transportation modes. Jurisdictions were found to use basically four approaches in documenting the relationship (nexus) between new development and the alternative mode improvements to be funded from the TIF revenues. The first approach is to demonstrate a direct relationship: the existing alternative mode will be impacted by the development, and improvements are needed to handle the increase in mode use. The second approach is an indirect method which equates a mode shift resulting from the alternative mode improvements to be funded by the TIF to an increase in street capacity, and thus a reduction in traffic impact. The third approach is project or location specific, and involves negotiation with the developer to provide funds for a specific improvement (i.e., bus stop, bike path, or transit shuttle) that will directly serve the development. The fourth approach is policy-based, where a capital improvement program with traditional street and road projects and alternative mode projects is adopted as part of the ordinance establishing the fee. After considering these alternatives, the recommended method for local jurisdictions considering the use of impact fees for alternative transportation modes is the policy-based approach.

The study also recommends that local jurisdictions:

- Recognize alternative transportation modes have a role in a TIF.
- Coordinate with alternative mode advocates, developers and transit agencies.
- Identify capital requirements to develop alternative transportation modes.
- Amend the TIF ordinance to include alternative transportation mode improvements in a capital improvement program (CIP).
- Tie the fee revenues to the CIP which includes both traditional street and road projects and alternative transportation projects, and
- Monitor and adjust the project list and fee levels as appropriate over time.

For more information, contact Ann Lawler (principal author) or Michael Powers at SBCAG.



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## I. INTRODUCTION

Faced with growing congestion, reduced public funds, and increased public interest in promoting alternative transportation modes (bicycling, walking, transit, rail), governmental agencies in Santa Barbara County expressed interest in exploring the use of Traffic Impact Fees (TIF's) to fund transportation alternatives. Since passage of Proposition 13 in 1978 in California, funding for public transportation facilities through taxation has been drastically reduced, and jurisdictions throughout the state have increasingly been turning to TIF's as a means of funding needed roadway improvements. Rulings by the U.S. Supreme Court make it clear that a governmental agency's authority to impose such mitigation fees or exactions is subject to nexus and proportionality documentation. In the Nollan decision, the Court specifies an "essential nexus" must be clearly demonstrated between an imposed mitigation measure and the impact it is intended to address. In the Dolan case, the Court added that there must be a "rough proportionality" between the identified impact and the mitigation.

Development impact fees are a type of exaction imposed by jurisdictions on new development projects through their authority to regulate land use, a component of their police powers (the ability to protect the health, safety, welfare and general morals of the community). Assembly Bill 1600, as codified in Government Code Section 66000 et seq., and a number of court cases over the last few years, have provided well defined guidelines for impact fees. Fees may be charged up to the maximum justifiable cost of the public facilities<sup>1</sup> and services necessary to accommodate new development, but, as noted above, there must be a reasonable direct relationship ("nexus") between the new development and the exaction; the fees must not exceed the cost of the planned facilities, must be used solely for that purpose, and, may not be used for maintenance and operations (except as specified in Code Section 65913.8, under exceptions). Such one-time exactions and mitigation fees are intended to offset costs borne by the jurisdiction in accommodating new development. The majority of such fees fund the one-time capital costs of the required new public facilities.

While most of the jurisdictions within Santa Barbara County require developers to pay their fair share to mitigate the impacts of growth and development on the street and roadway system, the fees have not historically been used to fund alternative transportation improvements. Local interest in how other agencies are financing such improvements spurred the Santa Barbara County Association of Governments (SBCAG), in its role as the Regional Transportation Planning Agency (RTPA) and Metropolitan Planning Organization (MPO) for the region (see Appendix A), to undertake this study. The study examines how jurisdictions throughout California are assessing traffic impact fees, whether the fees include a specified apportionment to fund alternative transportation mode improvements, and in such cases, how the nexus and proportionality issues are addressed.

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<sup>1</sup> Under Government Code Section 66000, "public facilities" is broadly defined to include public improvements, public services and community amenities.

## II. STUDY METHOD

**1. Telephone Survey** - Figure 1 summarizes the study methodology. Initially a survey was conducted by telephone of the state and regional planning agencies in California. Altogether a total of 60 agencies were contacted, including the Local Planning Assistance Divisions of the State of California Department of Transportation (Caltrans) Districts 1 through 12 (shown in Map 1), other Regional Transportation Planning Agencies (RTPAs), Local Transportation Authorities (LTAs), Metropolitan Planning Organizations (MPOs), and Congestion Management Agencies (CMAs) (shown in Map 2). In each case, the regional contact was asked:

- whether their agency had conducted a survey of AB 1600 traffic impact fees (TIFs) or other finance mechanisms used for transportation improvements by the local agencies in their region, or if they knew of such a study performed by another agency; and
- whether they could identify agencies in their region that impose TIFs, along with the addresses and phone numbers of the appropriate agency contacts.

The individual staff members contacted at each agency and their phone numbers are listed in Appendix B in Table B.1. The table also indicates whether questionnaires were subsequently sent to the local jurisdictions, whether a response was received or if other information was used in compiling data for this report, and if so, the source of the information. Information derived from the telephone survey is summarized in the pages directly following Table B.1.

**2. Literature Search** - Agencies identified through the phone survey as having prepared fee studies were contacted and copies of the reports were requested. Information from recent surveys was incorporated as appropriate in this study, if more recent information was not available through the questionnaire survey, described below.

**3. Development of Questionnaire** - The questionnaire, included in Appendix C, was developed with input from SBCAG's Technical Transportation Advisory Committee (TTAC)<sup>2</sup>. The first item in the questionnaire, after agency and contact person identification information, relates to whether or not the agency has a traffic mitigation program. Jurisdictions with no traffic fee programs were asked to send the questionnaire back at that point, simply noting that fact by checking in the appropriate space provided on the form. The remainder of the questionnaire relates to specific aspects of the jurisdiction's fee program, including the basis of the fee, how the fee was determined, and what the fee revenues are used for (e.g., road improvements, alternative transportation improvements, or both improvement categories). The final section of the questionnaire was to be filled out if fee revenues are used for alternative transportation improvements. The jurisdiction was asked to provide information on the percentage of the fees specifically allocated to alternative transportation improvements, how that percentage was derived (e.g., by existing travel mode choice, using Census data, survey or other data source, or by policy or other means), and how the total alternative transportation portion is apportioned among the modes, by percentage breakdown. Although self-addressed stamped envelopes were not provided, the questionnaire was designed to provide a good likelihood of response, confined to a single double-sided page format with a

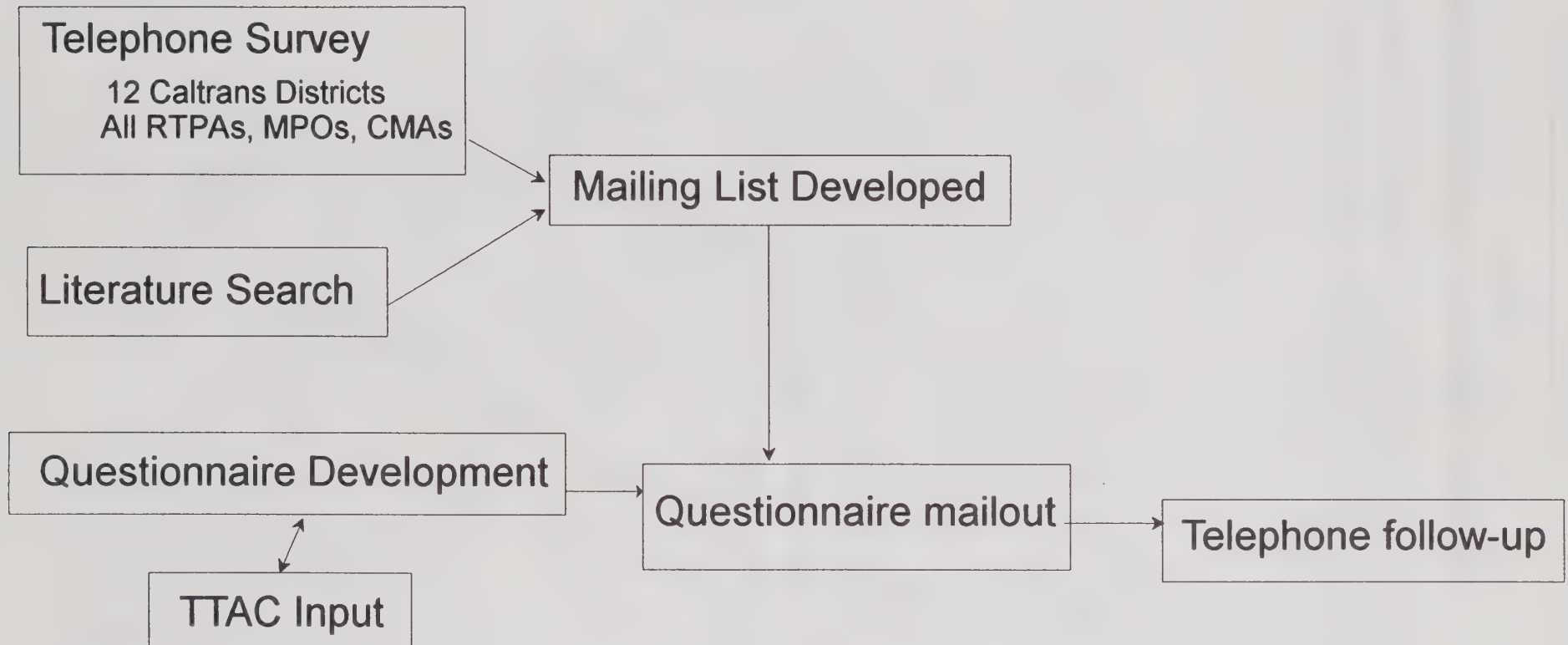
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<sup>2</sup> The Technical Transportation Advisory Committee (TTAC) is composed of the directors of the local jurisdictions' public works departments, and a representative from each of the following: the Air Pollution Control District, State Department of Transportation (Caltrans), and the Santa Barbara Metropolitan Transit District.



# Figure 1 - Traffic Impact Fee Survey

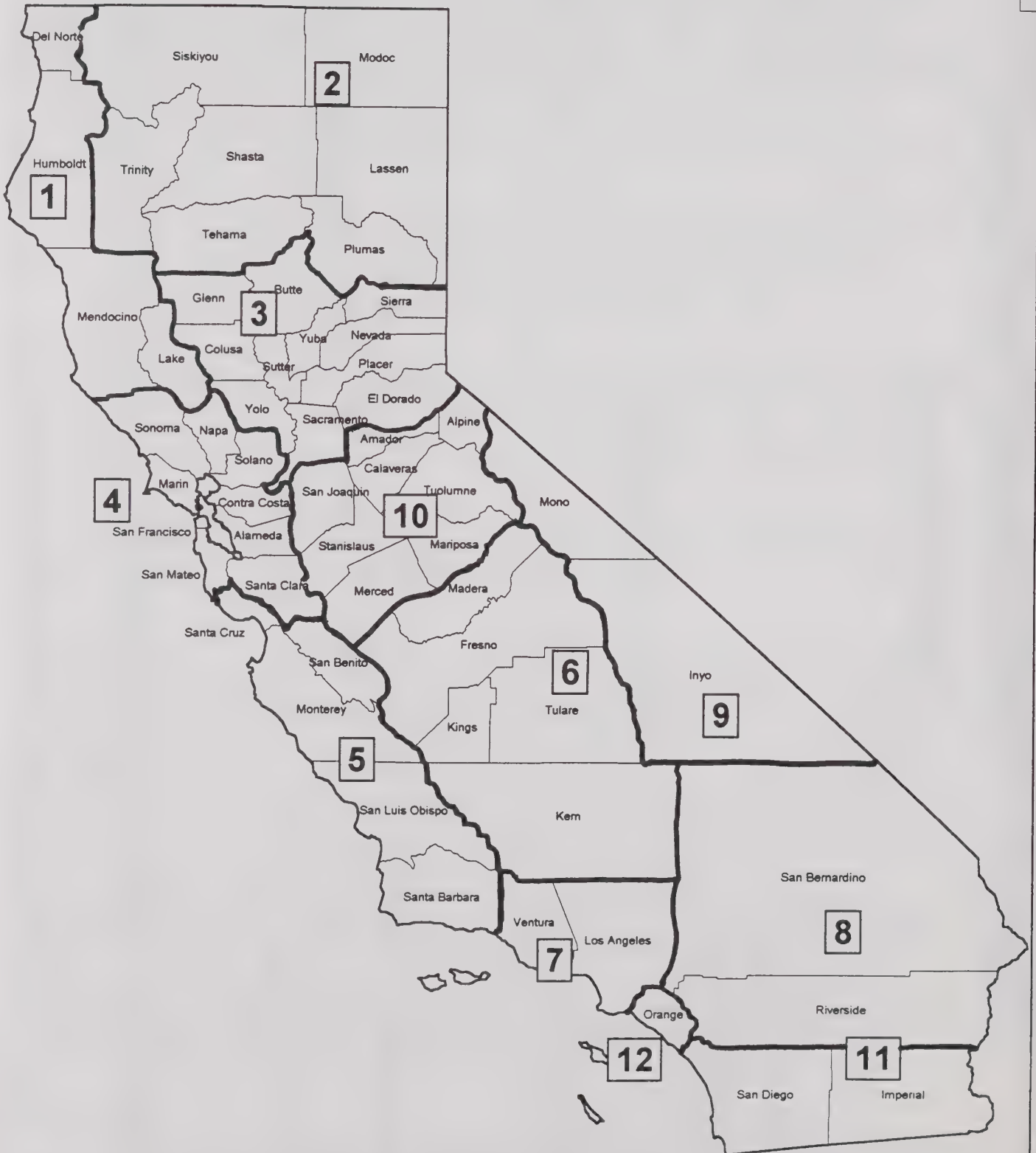
## Study Method



Using above methods, report compiles info on 264 jurisdictions in State:  
all 58 counties  
206 of the 469 cities in the state

# Map 1

## Caltrans Districts and Boundaries



## Map 2

# Metropolitan Planning Organizations (MPOs) & Regional Transportation Planning Agencies (RTPAs)





check-list of options to limit the necessity of written response (space was included for comments, however). Agencies were asked to provide any traffic fee studies or technical documentation used in establishing the fee program, if some portion of the impact fee is apportioned to fund alternative transportation mode improvements.

**4. Questionnaire Survey Mailing** - The questionnaire was mailed in mid-October 1996 to 120 agencies in the state. Questionnaires were not sent to jurisdictions that:

- were identified in the phone survey as not imposing fees for transportation impact mitigation; or
- were identified as having TIFs, but use the revenues solely for street and road improvements.

Using these criteria, based on information derived from the phone survey, questionnaires were not sent to any jurisdictions in Caltrans Districts 1, 2, or 9. Questionnaires were also not sent to local jurisdictions if the regional agency contact offered to respond to the survey for the local agencies (for example, a senior staff member of the Orange County Transportation Authority completed the questionnaire for Orange County and 15 of the 18 surveyed cities in the region, and supplied contact individuals for the remaining three cities surveyed).

**a. Distribution to Counties** - Questionnaires were sent to 32 of the 58 counties in the state. Preliminary screening eliminated the need to send questionnaires to 25 of the counties. Questionnaires were not sent to 15 counties because the phone survey indicated they do not assess traffic mitigation fees. Ten were eliminated because the phone survey indicated that while they do assess fees, the TIF funds are used only for street and road improvements. Information for the remaining county was supplied by the regional contact.

**b. Distribution to Cities** - To limit the number of questionnaires mailed throughout the state, population and historical growth criteria were used in addition to the criteria listed above. The rationale for the use of a population and growth criteria evolved from the literature search, based on findings in other fee surveys (notably the Bay Area Traffic Fee 1992 Report) of a correlation between the city size, growth, and traffic impact fee implementation. Questionnaires were sent to a total of 87 cities, primarily those identified as having a fee program (through the phone survey or other survey/study) that had a population of over 25,000 in 1990 and had experienced a population growth of greater than 12% between 1980 and 1992. Questionnaires were also sent to cities, using the same population/growth criteria, if no information about fees was available, either from the regional agencies or from other surveys or studies. Finally, questionnaires were sent to any jurisdiction identified in a previous study as using TIF revenues for alternative transportation modes, regardless of the population/growth criteria (e.g., the city of Dublin). Questionnaire distribution differed from this method for cities in Los Angeles, Orange, San Diego, San Luis Obispo and Ventura Counties, as discussed below:

**Cities in Los Angeles County.** In the Los Angeles major metropolitan area there is a definite limit to the traffic mitigation that individual projects can provide. According to the contact at the Los Angeles County CMA, the nexus required by law is difficult to document, since most of the cities touch others in this region and traffic congestion is both a long-standing and regional problem. There is also no county-wide regional fee assessed for transportation. Information derived through the phone survey indicated that improvements are more likely to be financed through mechanisms other than

specific traffic mitigation fees, such as imposing a valuation tax or general building fees, where the collected revenues cover a range of municipal expenditures that include road improvements. The only local TIFs identified through the phone survey are assessed in the Bridge and Major Thoroughfare Districts in the Santa Clarita and Calabasas unincorporated areas of the County. It was decided to limit the survey mailing to the county, and a few cities based on published information regarding the cities' emphasis on alternative transportation modes. The Los Angeles Congestion Management Program identifies the cities of Pasadena, Long Beach, Compton as existing transit hubs, and the cities of Glendale and Burbank as potential future transit hubs. The CMP further states that Pasadena had been successful in leveraging \$70 million from private development towards commuter rail. Questionnaires were accordingly sent to the county itself, these five cities, and the City of Santa Monica (which had proposed a growth management strategy in 1990 that included traffic fees).

**Cities in Orange County.** All of the local jurisdictions in Orange County (the county and 31 cities) assess TIFs, as required by Measure M, the 1/2 cent local sales tax measure. As noted above, the Orange County Transportation Authority (OCTA) completed a questionnaire on behalf of 16 of the jurisdictions that met the survey criteria and questionnaires were individually sent to the remaining surveyed cities; Anaheim, Costa Mesa, and Irvine.

**Cities in San Diego County.** All 19 local jurisdictions in the San Diego region assess mitigation fees. Because of the more metropolitan nature of this region, a different population and growth cut-off was used to determine questionnaire mailout. Questionnaires were sent to jurisdictions with a population of over 50,000 and a growth of over 25% between 1980 and 1992 (these included San Diego County, and the cities of Carlsbad, Chula Vista, El Cajon, Escondido, Oceanside, San Diego, and Vista).

**Cities in San Luis Obispo and Ventura Counties.** Because of their proximity to Santa Barbara County, and the interest expressed by Santa Barbara County jurisdictions, information was solicited from all the jurisdictions in San Luis Obispo and Ventura Counties for the study.

**5. Questionnaire Follow-up** - The questionnaire was distributed October 10, 1996. If a response had not been received from the jurisdiction by late November, a follow-up phone call, fax, or additional questionnaire was sent. Follow-up for returned questionnaires was also necessary in the following instances: to clear up any discrepancies between information compiled in a previously conducted survey or report submitted by the regional agency and the information supplied by a local jurisdiction in the questionnaire; to request additional information regarding the adopted fee programs; or, to clarify submitted information. When an agency was recontacted, information about their TIF structure (e.g., amount of the fee, basis and method of calculation) was also requested, if it had not already been supplied, as explained below.

The questionnaire had not included questions regarding the fee amounts charged by the agencies. This had been intentional. Because of the nexus and proportionality issues, it was felt that a fee charged by a given jurisdiction may not be relevant to the situation in another



jurisdiction. However, as many responding jurisdictions throughout the state requested that any information regarding the fee structure used by the other agencies be sent to them, it was decided to include fee structure information in the report to the extent possible. Thus, if this information could not be derived from the material already compiled for the study (e.g., from the ordinances or studies submitted by the jurisdictions, or from other fee surveys), the information was requested in the follow-up effort.

**6. Questionnaire Response Rate** - Of the 120 questionnaires distributed, 84 were returned, an overall response rate of 70%. In terms of county/city response, 29 of the 32 questionnaires distributed to the counties were mailed or faxed back, a 91% response rate, and 54 of the questionnaires distributed to 87 cities state-wide were returned, a 62% response rate. The remaining questionnaire was completed by OCTA on behalf of Orange County and 15 of the cities in the county. As explained above, information on a total of 131 other jurisdictions (28 counties, 103 cities) was obtained through the phone survey of the counties, RTPAs, LTAs, MPOs, CMAs and Caltrans District Planning contacts, while the literature search provided information for an additional 30 cities. (See Appendix B for delineation by jurisdiction). **In total, this report compiles information on 264 jurisdictions obtained through this study using this approach, including all 58 counties and 206 (or 44%) of the 469 cities in the state.**

### III. STUDY RESULTS

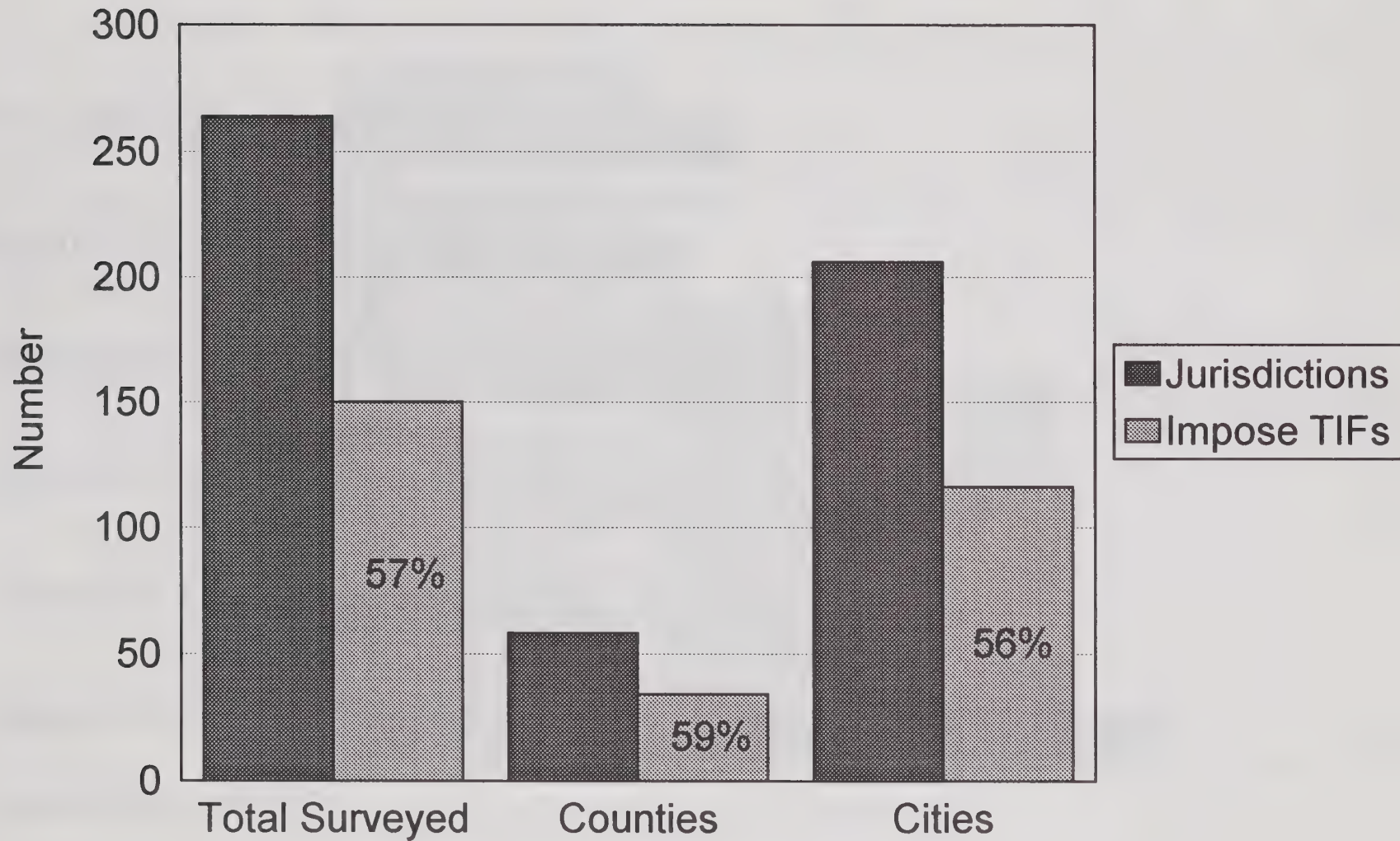
**1. Jurisdictions that Impose Traffic Impact Fees** - As stated above, information was obtained<sup>3</sup> for all 58 counties and 206 cities in the state. As shown in Figure 2, 150 of the jurisdictions surveyed, or 57%, impose TIFs, including 34 of the 58 counties and 116 of cities. This should not be taken to imply that the other jurisdictions do not mitigate the transportation impacts of land use development. Rather, they use different methods to achieve this mitigation. For example, other jurisdictions assess a tax, charge a flat rate building fee, negotiate impact fees with developers on a case-by-case basis, or impose a limited traffic impact fee (such as along one corridor, or for a single intersection, or for a specific improvement such as a traffic signal fee).

To determine whether a correlation exists between population size and TIF implementation, the survey data was disaggregated into six population categories, ranging from counties with populations under 50,000 to those with populations over 1,000,000. The results are graphically portrayed in Figure 3. The figure demonstrates a dramatic positive correlation between county population size and TIF implementation for counties less than 200,000, and also that there is little difference in TIF implementation by size category once a population size of 200,000 has been reached. For the remainder of the study discussion, and data organization in Appendix D, the information will thus be presented in two county population categories: those under 200,000 population, and those over 200,000 population. Figure 4 summarizes TIF implementation in these two county population categories. Twenty of the 24 counties (83%) with a population over 200,000 impose TIFs (all but four of these are county-

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<sup>3</sup> Included in the total figures is information for jurisdictions obtained through the telephone survey of the regional agencies.

Figure 2 - Traffic Impact Fees  
Surveyed Jurisdictions in California





# Figure 3 - TIF Implementation and County Size

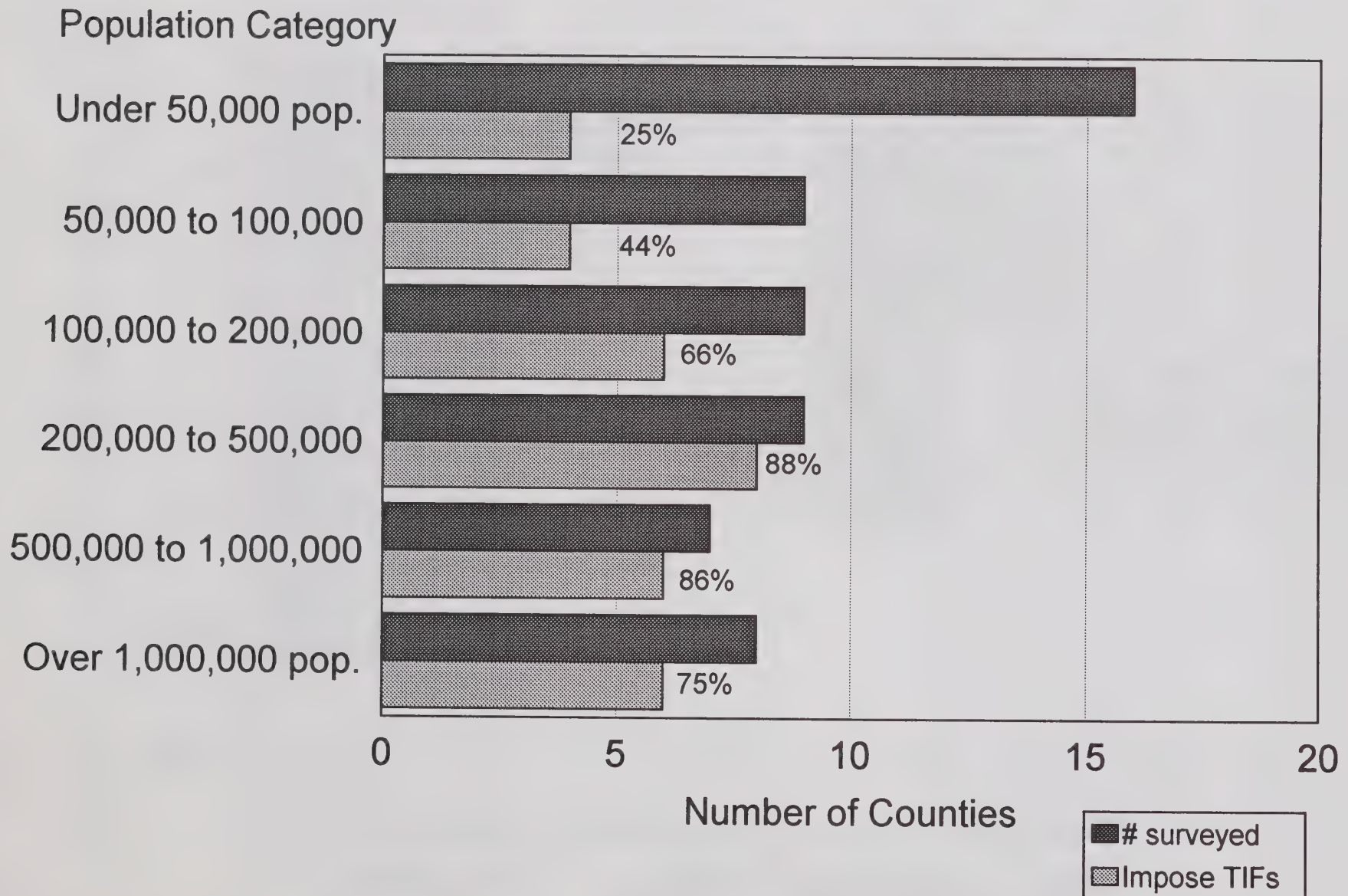
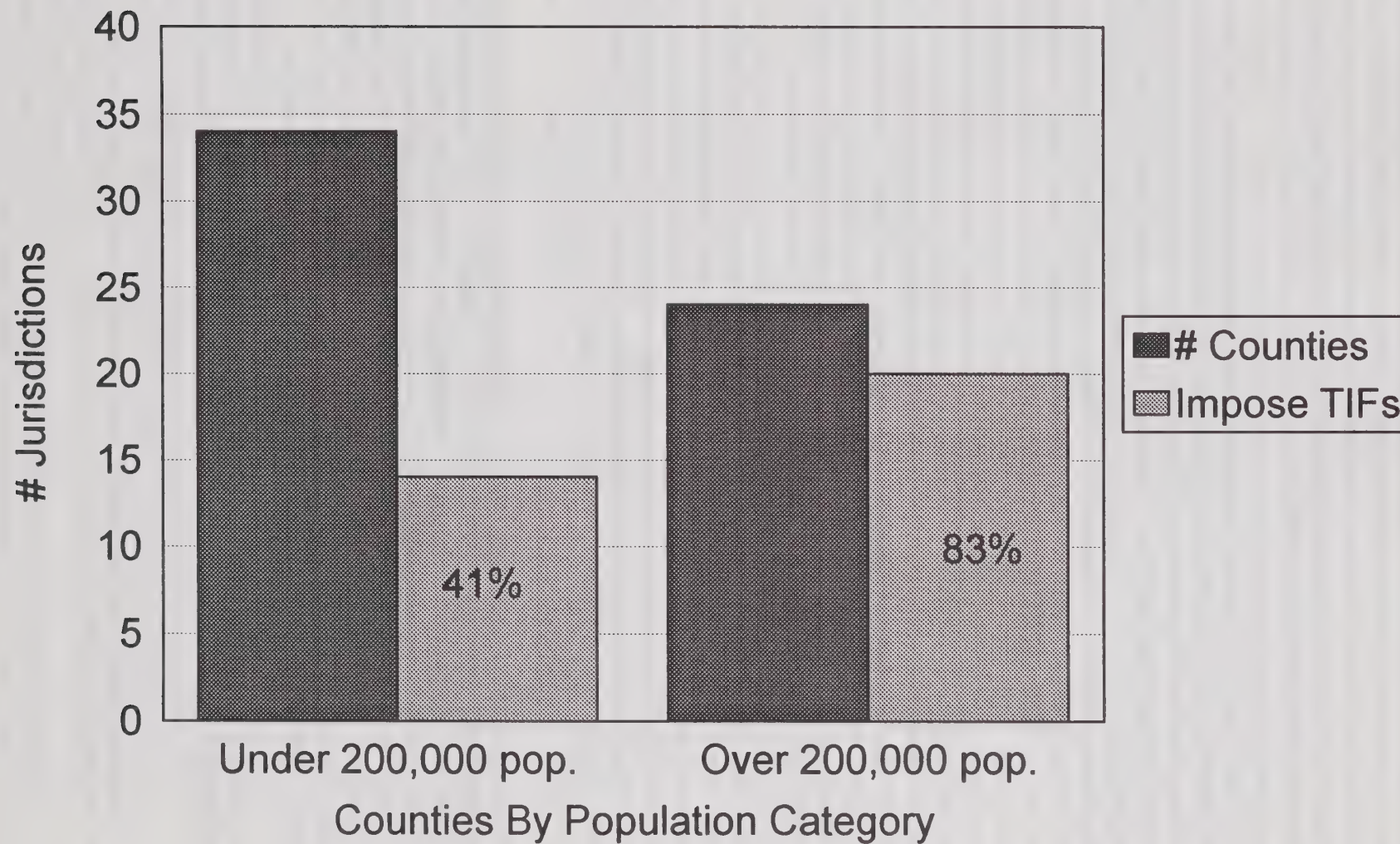




Figure 4 - Proportion of Counties With TIFs  
By Population Category



wide fee programs), contrasted with 14 of the 34 smaller counties<sup>4</sup> (41%). Most of the 14 smaller counties that impose TIFs are geographically located in Caltrans Districts where the majority of the other counties within the districts impose TIFs. This implies proximity to other jurisdictions that impose TIFs may have some influence on whether or not a jurisdiction adopts a TIF. Figure 5 displays TIF implementation by Caltrans District. The information is presented in more detail in Appendix D.

City population and TIF implementation was also examined. As shown in Figure 6, of the 206 cities surveyed<sup>5</sup>, 56% impose TIFs, contrasted with 68% of the cities larger than 40,000 population. Survey information on TIF implementation was disaggregated by size into 5 categories: cities with populations under 10,000; populations 10,000 to 25,000; 25,000 to 40,000; 40,000 to 60,000; and 60,000 population or larger. Figure 7 graphically displays the results. As can be seen, implementation is fairly consistent at populations above and below 40,000; below 40,000, 35-38% of the jurisdictions impose TIFs; while at populations above 40,000, the incidence of TIF implementation almost doubles, with 63-69% of the cities imposing TIFs. Sixty-five of the cities that impose TIFs statewide are geographically located within the larger counties (e.g. over 200,000 population). There are only six cities with populations greater than 40,000 population in the smaller counties, all six have TIFs. More detailed information on city TIF implementation by Caltrans District, arranged in the two disaggregated population categories (e.g., counties under 200,000 population and counties over 200,000 population) is included in Appendix D. Figure 8 displays City TIF implementation by Caltrans District. Figure 9 shows the proportion of surveyed large cities (e.g., over 40,000 population) by Caltrans District and TIF implementation.

Figure 10 examines the correlation between of the imposition of TIFs in cities and the growth of those cities in three population categories. Only surveyed cities with a change in population of over 30% between 1980 and 1992 were included in the analysis. Surveyed cities under 25,000 population were thus excluded, since none had exhibited a population change of that magnitude. The analysis also excludes cities in Caltrans District 12, since, as discussed elsewhere, all cities in the District impose TIFs as required by Measure M, their local sales tax initiative.

**2. Range of Fees Imposed** - Table 1 presents the traffic mitigation fees assessed by the jurisdictions for which information was compiled. As explained previously, fee structure information was not collected from all of the jurisdictions surveyed for this report. Nor does the information represent all of the fees which may be imposed by the jurisdictions, since many jurisdictions assess fees for land use development beyond the categories shown in the table. However, the table includes information for 68 of the 150 jurisdictions (or 45%) identified in the study as having TIFs, and is thus a representative sample of the jurisdictions throughout the state.

It is difficult to compare fees from jurisdiction to jurisdiction because of different measurement units and application of the fees. To the extent that such comparison was possible, Tables 2

<sup>4</sup> For the purposes of this discussion, the counties in the under 200,000 population category will be referred to as the smaller counties.

<sup>5</sup> The cities included in this analysis are a subset of total number of cities in each of the counties. The cities represented are those over 25,000 population with a growth greater than 12% between 1980 and 1992.



and 3 present the range of residential and non-residential TIFs (high, low and average) by geographic area (Caltrans District). The tables note cases where a high, low or average was not possible because few data points were available to make such information relevant.

**3. Fee Collection and Calculation Method** - Fees are generally collected at the time building permits are issued, although some jurisdictions collect the fees at the time certificates of occupancy are issued. The latter, while providing developers the advantage of having the fee payment at the end of the process rather than the beginning (and possibly after the project has changed hands through sale), can pose problems for the jurisdiction collecting the fee, particularly if it is not clear through such sale who is responsible for the payment. Fees are generally accrued until sufficient funds are available to build the identified project. The fees may be financed through creation of a special assessment district or Mello-Roos district under the sponsorship of a government agency. Bonds are sold to finance the impact fees, and a tax is levied against real estate in the district to pay the principal and interest payments. This enables projects to be built sooner than the pay-as-you go method.

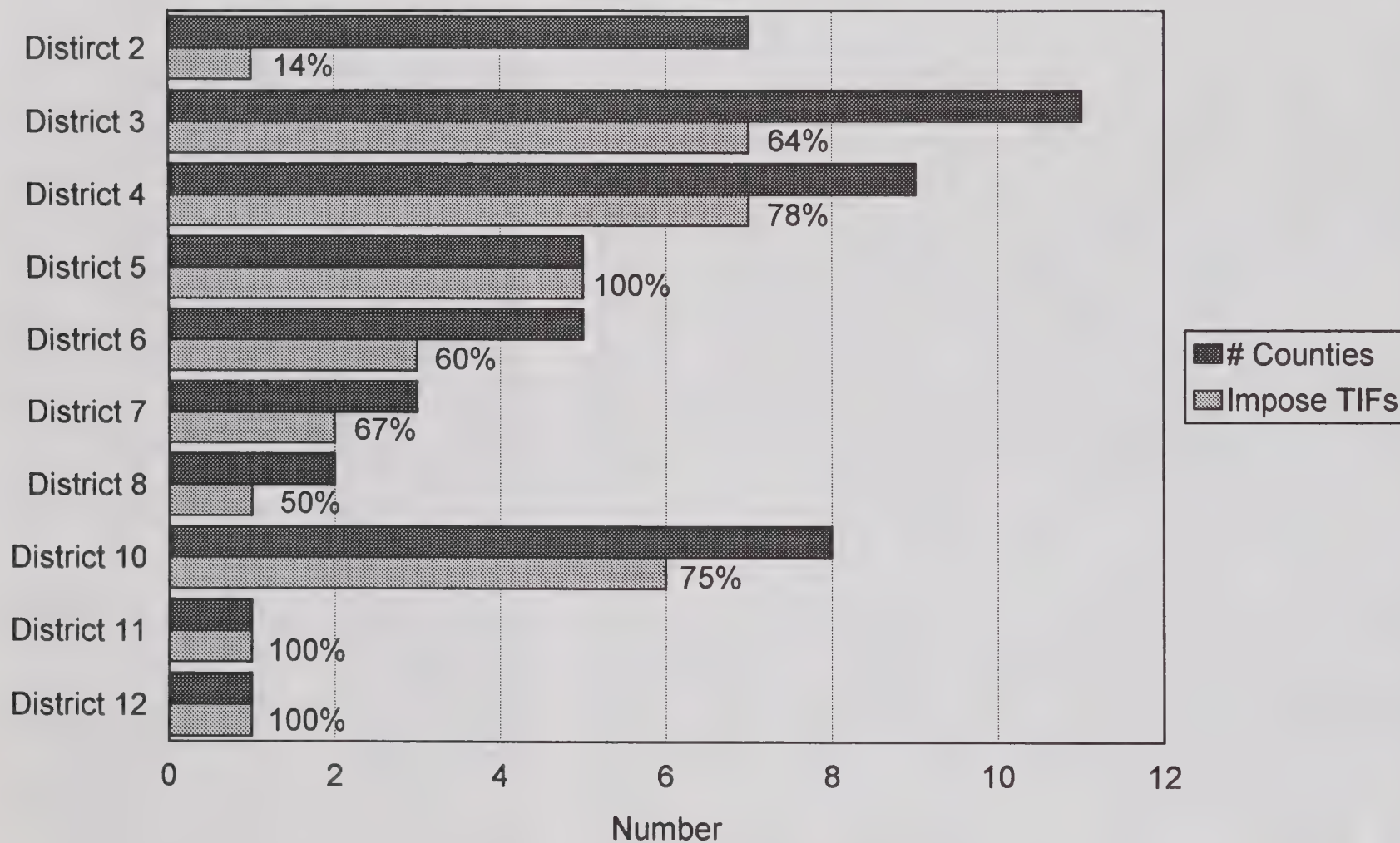
Impact fees are calculated in a uniform manner for each project based on a fee schedule that typically varies by land use type and project size. Tables 4 and 5 summarize information on fee basis and calculation methodology for the jurisdictions for which such information was obtained. As explained earlier, questionnaires were not sent to jurisdictions that were identified in the phone survey as using TIF revenues only for street and road improvements. Additionally, information on the calculation methodology used by jurisdictions in Orange County could not be broken out from the composite questionnaire that was submitted for the jurisdictions by the Orange County Transportation Authority. The calculation method varies by jurisdiction in this county, and all methods listed in the table are used. Jurisdiction specific information is included in Appendix E.

**4. Use of TIF Revenues** - Revenues from most of the TIF programs are used by the jurisdictions examined in this study to fund street and road improvements. Table 6 lists the use of TIF fees by allocation categories identified by respondents in the survey. More complete information is included in Appendix E.

**5. Agencies Using TIF Funds for Alternative Transportation Modes** - Agencies identified as using a portion of their TIF revenues for alternative transportation improvements are listed in Table 7 (page 27), along with a summary of the basis of the fee, calculation method and allocation to alternative transportation modes. Apportionment of the alternative transportation portion to the various modes is summarized in the comment section. A description of the TIF programs of the agencies listed in Table 7 follows the table, beginning on page 28. In summary, of the 150 jurisdictions surveyed that impose traffic impact fees, 21 use a portion of the fee revenues for alternative transportation improvements. Of these, the amount apportioned for alternative modes ranges from 1% to 100% of the collected fee revenues. Fees collected by the City and County of San Francisco are used solely for transit improvements. Traffic mitigation fees collected by the Tahoe Regional Planning Agency in the Tahoe Air Basin are used exclusively for alternative transportation projects that will improve air quality. Fifty percent of the TIF fees collected in Santa Cruz County are used for alternative transportation projects. For most of the jurisdictions, however, the percentage allocated for alternative transportation modes is relatively small compared to the amount allocated for streets and roads.

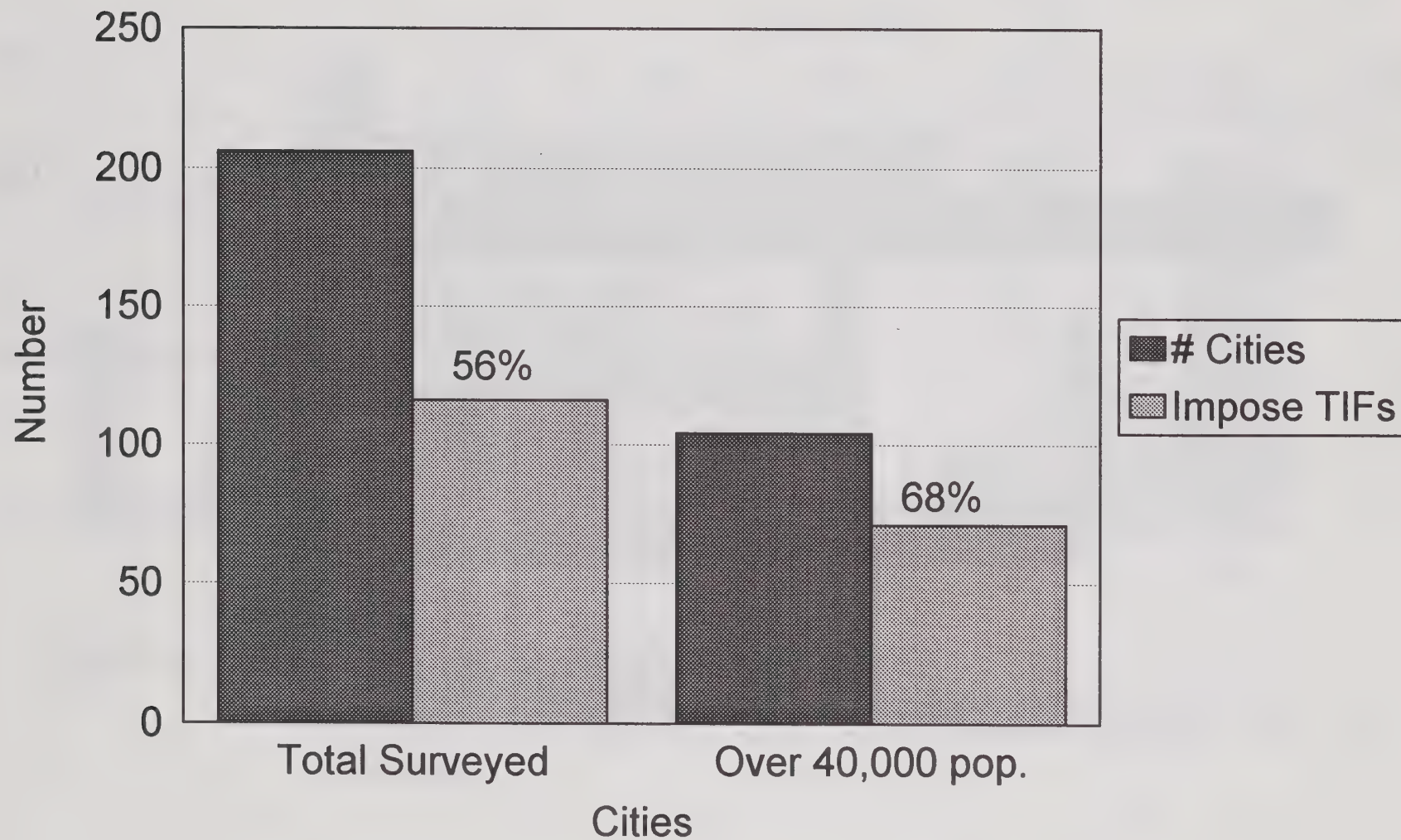


# Figure 5 - County TIF Implementation By Caltrans District



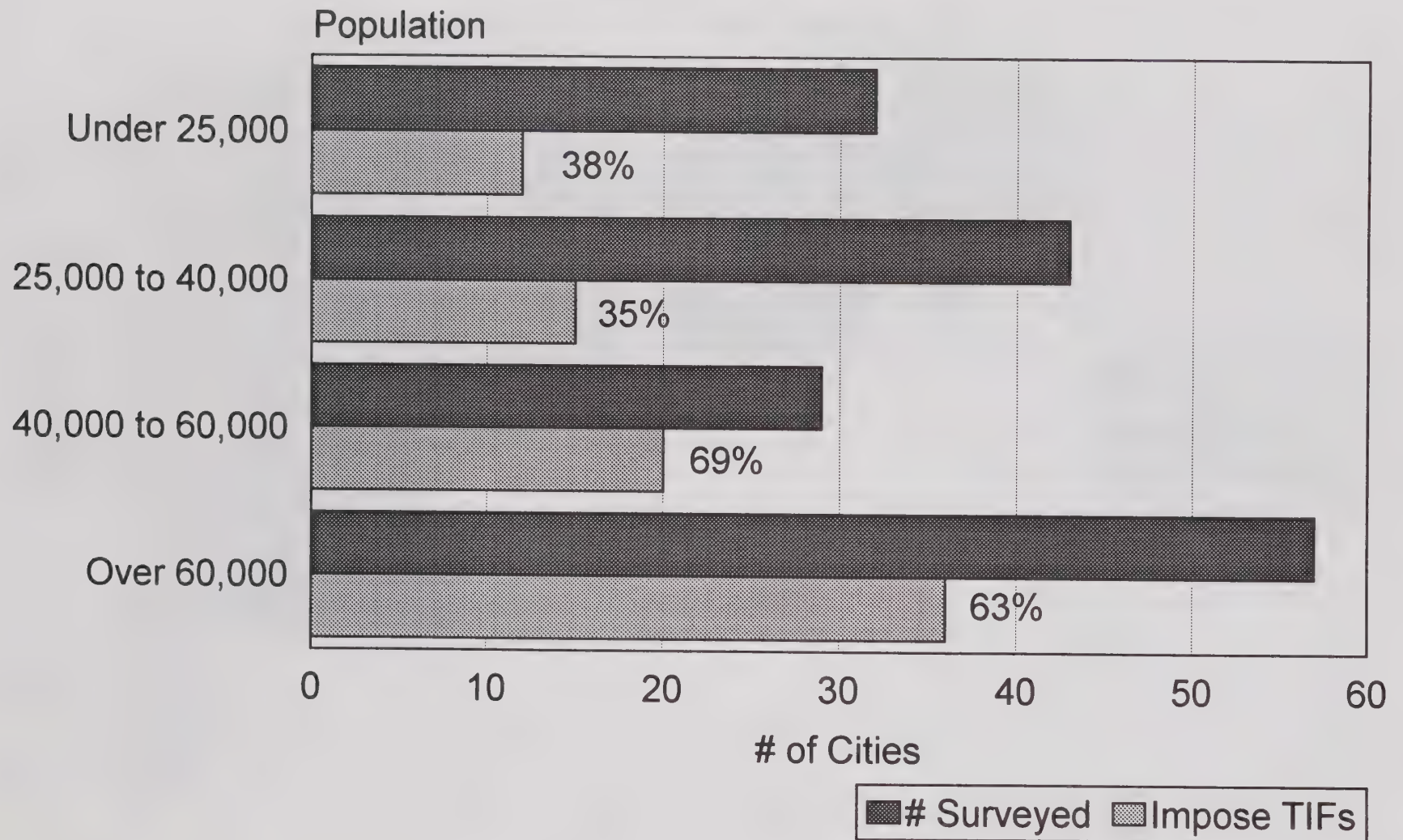
Counties in Districts 1 and 9 do not impose TIFs.

Figure 6 - Proportion of Large Cities with TIFs





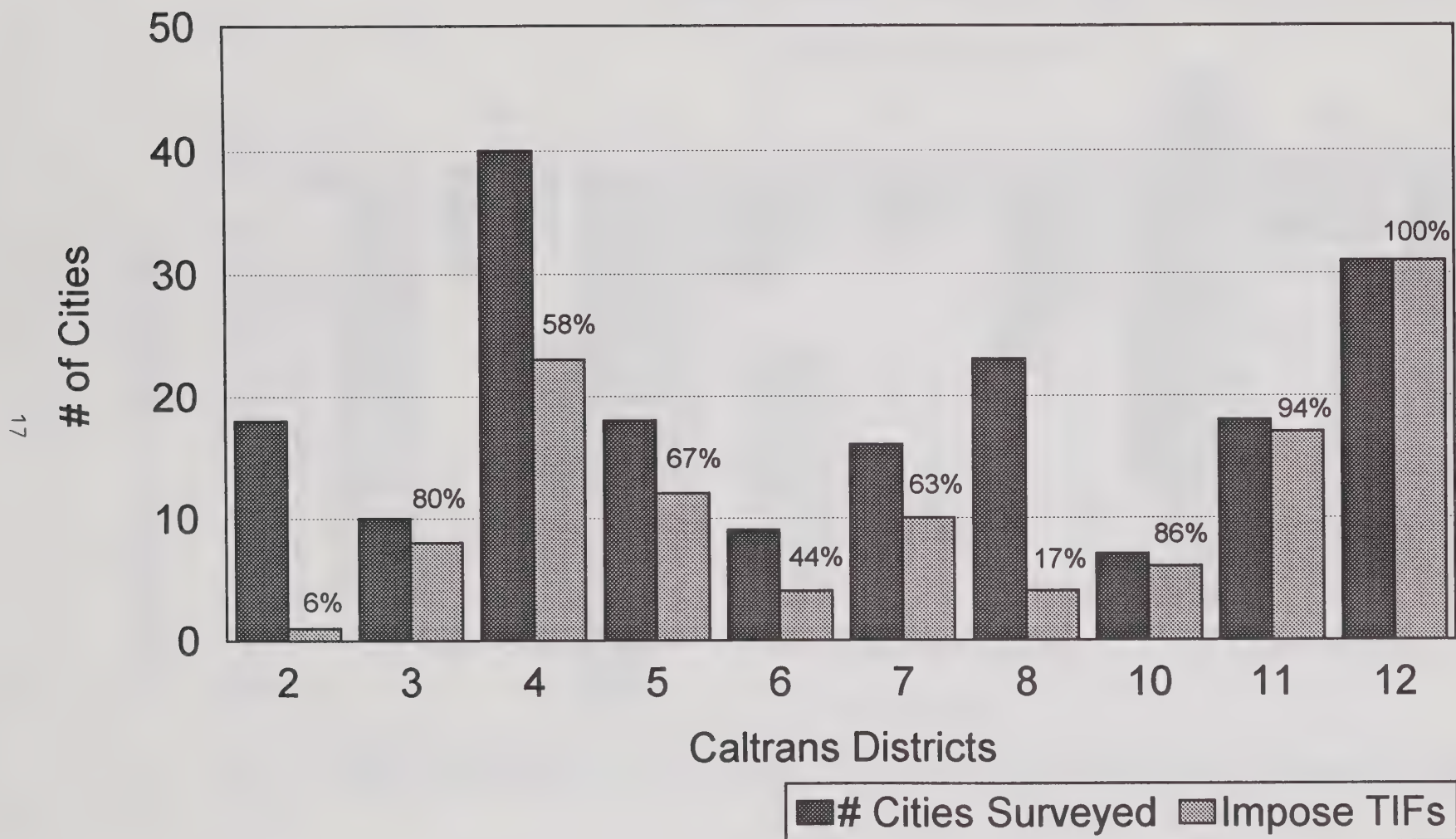
# Figure 7 -TIF Implementation and City Size



Cities in Caltrans Districts 1, 9 and 12 not included in analysis, cities in Dist. 1 and 9 do not impose TIFs, and all cities in Dist. 12 do, regardless of size.

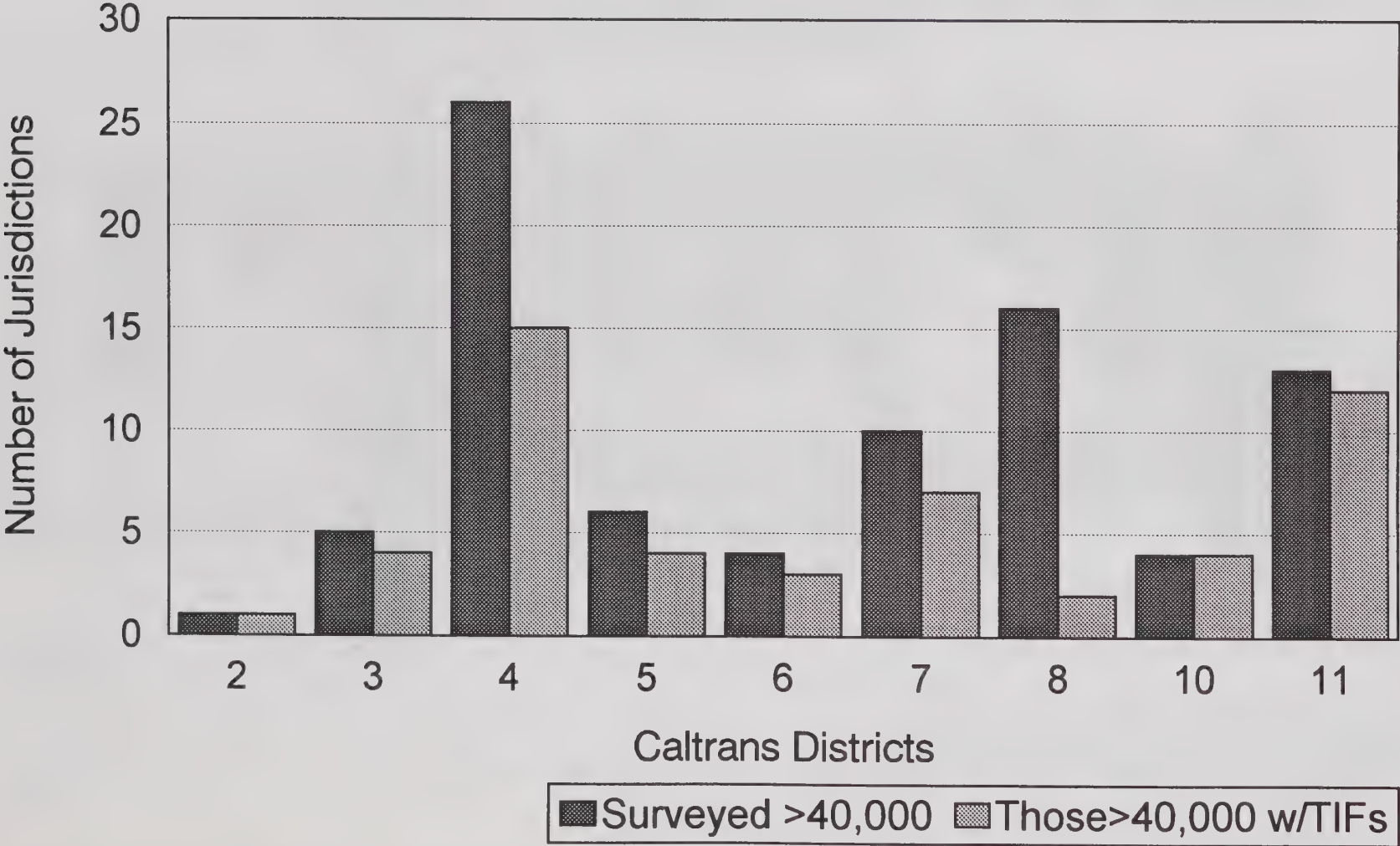


# Figure 8 - City TIF Implementation by Caltrans District



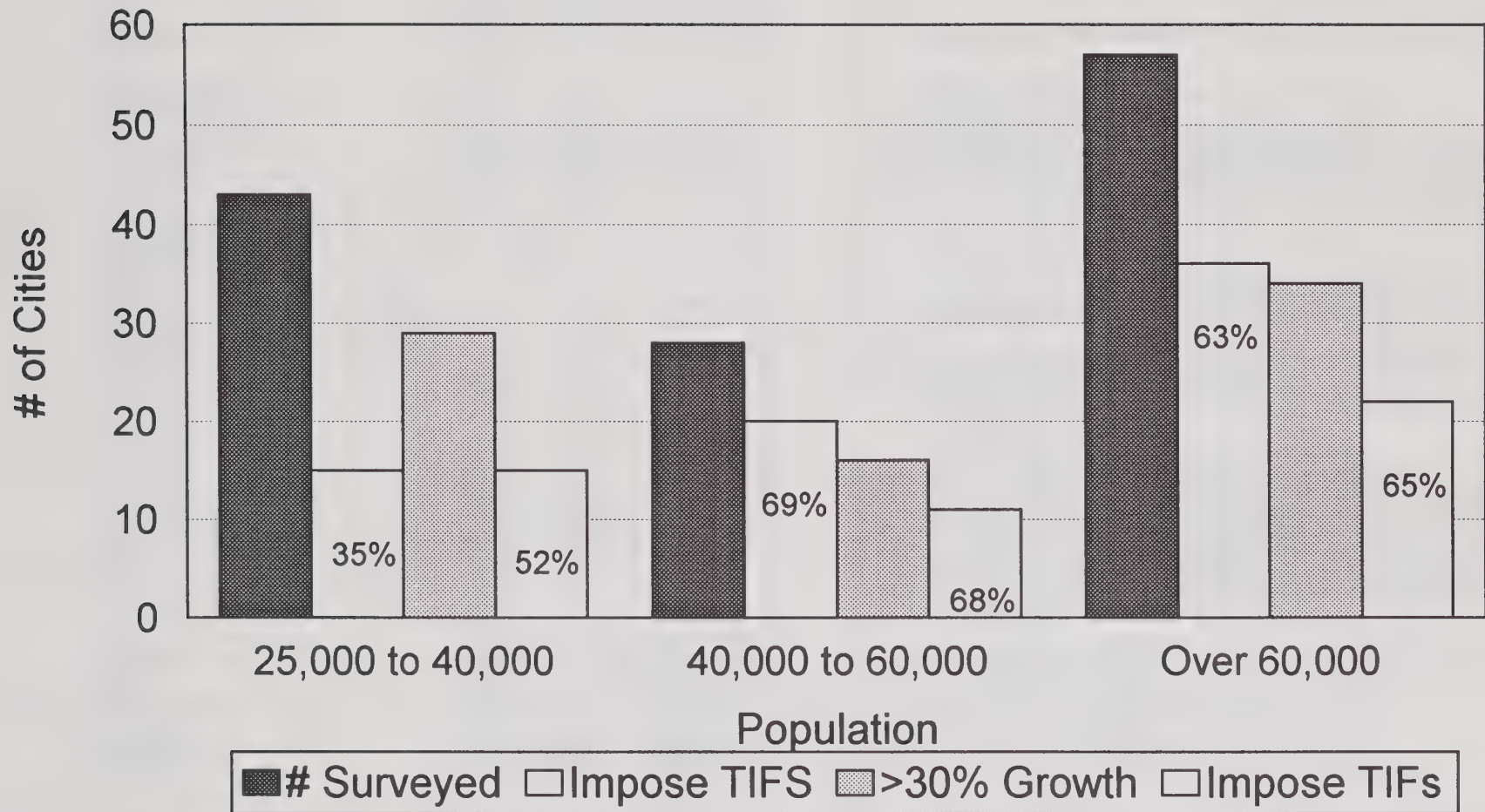
None of the cities in Districts 1 and 9 impose TIFs.

Figure 9 - Proportion of Large Cities in Caltrans Districts With TIFs



(Dist. 1 and 9 not shown, no jurisd. have TIFs; Dist. 12 all have TIFs)

# Figure 10 - TIF Implementation and City Growth



Surveyed cities < 25,000 not included - none have growth > 30%; graph also does not include cities in Districts 1, 9 and 12



Table 1 - Traffic Fee Amounts by Jurisdiction

State Agency	Regional Agency	Local Agency	Traffic Mitigation Fee Program	Fee Schedule							Hotel/room	Comment
				Peak Hour Trip	Single Family Dwelling /DU	Multiple Family Dwelling /DU	Com./ sq. ft.	Off./ sq. ft.	Ind./ sq. ft.	Ind. Office/ square foot		
Caltrans District 3	El Dorado Co LTC	El Dorado County	X		\$2,700	\$2,000	\$3.15	\$2.45	\$0.70	\$1.40		State Capacity IC Fee; SR 50/149. Altern. mode fee not adopted.
	Placer Co. LTC	Placer County	X									
		City of Lincoln			\$1,958	\$1,958	\$5.19	\$3.25	\$0.83	\$1.37		
		City of Roseville			\$2,181	\$1,731	\$4.28	\$2.59	\$0.88			
		City of Rocklin			\$1,520	\$1,163	\$3.50	\$2.48	\$0.77	\$2.33		
	SACOG	Sacramento Co.			\$2,600	\$1,967	\$3.79	\$3.03	\$1.76	\$1.04		7 districts: listed is highest fee schedule rate (Dist. 7)
		City of Folsom			\$1,868	\$1,868	\$1.83	\$1.83	\$1.62	\$1.83		
		Yolo County			---	---	---	---	---	---	---	
		City of Davis			\$2,175	\$1,607	\$1.80	\$2.38	\$0.26	\$1.17	---	Do require certain improvements, connections etc.; no fee assessed.
		West Sacramento			\$2,765	\$1,880	\$5.74	\$4.59	\$0.88	\$2.87		
Caltrans District 4	MTC	Alameda County	X		\$1,200	\$820	\$4.30	\$2.50	\$1.10			Subset of facility-based list politically acceptable to developers.
		Dublin	X		\$3,836		\$8.40	\$6.45	\$2.58			
		Fremont	X		\$951		\$7.75	\$3.47	\$0.92			
		Livermore	X		\$2,036		\$5.19	\$5.50	\$2.04			
		Contra Costa Co.	X		\$2,300	\$1,840	\$1.60	\$5.75				Fee in Central Co. area: Safety/cap. improvmts. Many road projects include bike lanes.
		Antioch	X									Bridge fee, 3 areas: \$254 - \$630/du; Hwy 4 fee: \$507/du; signal: \$270/du.
		Danville	X		\$1,400	\$980	\$3.50	\$3.50	\$3.50	\$3.50		Two fee districts., \$5,377/sfu; \$5,500/sfu. If pay dist. fee, do not pay TIP fee.
		Martinez	X		\$1,680	\$1,175	\$3.10	\$4.40	\$1.85			If commercial > 10,000sq. ft., fee = \$5.15/sq. ft.
		Pittsburg	X		\$470	\$470						City TIF. Also , Regional TIF, east county area, used for freeway and bypass improvements.
		Pleasant Hill	X		\$1,964	\$1,527	\$4.90	\$3.80	\$1.65			
		Richmond	X		\$3,156	\$2,507	\$6.43	\$4.29	\$2.60			Three assmnt areas, with various fee rates; listed is Hilltop/Pinole.
		San Ramon	X		\$2,178	\$1,466	\$4.14	\$4.86	\$1.44			Devlpmts that pay district assmt. fees do not pay TIP fee.
		Walnut Creek	X		\$2,315	\$1,040	\$4.70	\$6.20	N/A			SFU info, 1992.
		Marin County	X	\$2,500.00								Existing TIF, 2 areas. Proposed Transp. Corridor Impact Fee will allow fees to be used for altern. modes: Transit, 2.4%; Rail 0.5%.
		San Rafael		\$2,185.00								Three traffic fee assessmt. districts; listed is highest. Local retail/rest. sales tax: at 40% PHT.
		Napa County	X	\$1,181.00								\$1,181 / PM pk. hr. trip.
		City of Napa	X		\$1,781	\$1,076	\$2.82	\$2.82	\$1.23			TIF by area as well. There are also additional land use categories with fees.
		Santa Clara Co.	No		---	---	---	---	---	---	---	
		Santa Clara	X		N/A	N/A	N/A	\$1.00	\$0.40			
		San Mateo Co.	No		---	---	---	---	---	---	---	
		Daly City	X		\$189	\$189	\$1.04	N/A	N/A			Citywide by area; additional zones with various fee rates.
		Half Moon Bay	X		\$1,390	\$870	\$3.55	\$3.62			\$1,250	Also, motel; \$1,120/room; Qual. restaurant \$5.50 sq. ft., and Condo < \$730/du.
		San Mateo City	X		\$2,063	\$1,527	\$2.96		\$1.05		\$1,699	For improvements in the CIP and/or EPS Technical Report.
		San Francisco Co.	X	---	---	---	---	\$5.00	---	---	---	Transit Impact fee.
		San Francisco City	X	---	---	---	---	\$5.00	---	---	---	Transit Impact fee.
		Solano County	X		\$2,504							Major thoroughfare areas of benefit.
		Vacaville	X		\$4,297	\$2,672	\$2.31	\$1.75	\$1.28			
		Vallejo	X		\$2,545	\$1,590	\$1.40	N/A	\$0.75			

Table 1 - Traffic Fee Amounts by Jurisdiction

State Agency	Regional Agency	Local Agency	Traffic Mitigation Fee Program	Fee Schedule							Hotel/room	Comment
				Peak Hour Trip	Single Family Dwelling /DU	Multiple Family Dwelling /DU	Com./ sq. ft.	Off./ sq. ft.	Ind./ sq. ft.	Ind. Office/ square foot		
		Sonoma County Petaluma Rohnert Park Santa Rosa	X X X Building fee		\$728 \$3,007 \$4,496 \$3,740	 \$1,885 not avail not avail	\$450/ADT \$2.48 \$1250/A \$0.90	\$2.62 N/A \$1.05	\$130/acre \$1.00 \$1250/Ac \$0.80		\$858	4 TIFs, fees vary. In addition: Cowide fee: \$300ADT Res.; \$100ADT Comm; \$50ADT Ind. Also have three assessment districts. SFU info/ 1995. Most of TIF is for signalization. Fee is for general public facility improvements (including signals).
Caltrans Dist. 5	Monterey Co. TPA	Monterey County Salinas	X X		See comment \$970.00		\$3.60 \$3.95	\$3.60 \$3.60	\$3.60 \$99/trip	\$3.60		Resid.: \$16,000/DU new lots; existing lots get credit and low income allowed 1/2 credit.
	Santa Cruz LTC	Santa Cruz County 4 areas; Pajaro Valley highest Other three areas, fees: Scotts Valley Watsonville	X  X X	Citywide>	\$4,000 \$3,000 \$2,000 \$2,565 \$1,400	* \$2,100 \$1,400 \$1,522 \$1,000	* * * \$5.10 *	\$7.20 * * N/A *	* * * \$3.04 *	* * * * *	\$600	* Fee assessed at \$400/ trip (potential ADT, not PM peak hr.). * Fee assessed at \$300/trip end. * Fee assessed at \$200/trip end. 1992 information. (Bay Area Traffic Fee 1992 Report). In addition, there are fees for 4 limited areas. If development in limited area, fee imposed is the greater of the city or area fees. * Non-resid. = \$75/ADT new constr. Increases with CIP.
	San Benito COG	San Benito County	X		\$2,529		\$0.65					Undergoing revision.
	SBCAG	Santa Barbara Co. Goleta area Orcutt area Urbanized So.Co. Rest of County City of Buellton Carpinteria Lompoc Santa Maria Solvang	X     X X X X X	4 areas: \$4,564 \$1,025 \$1,300 \$350	\$466 \$4,084 \$161 \$1,545	\$278 \$1,981 \$209 \$930	\$1.04* \$14.53 \$7.1 - 1.056 \$1.06 - 2	\$872*   \$2.20	\$0.07 \$5.94 \$0.16 \$0.88	\$0.35	\$244 \$1,931 \$625	* Listed is highest fee, for <100,000 sq. ft. Fees change at > 100,000 and at 400,000 sq.ft. Commercial: \$.708/sf if over 200,000 sf; \$1.056/sf if under 199,000 sf. Commercial range: \$2.64/sf 0 -50,000; \$1.06/sf > 400,000sf. Other categories charged as we
	San Luis Obispo COG	San Luis Obispo Co Paso Robles San Luis Obispo	X X X	\$550	\$2,825 \$2,296 \$1,234	 \$2,259 \$1,095	See comment \$1.95	\$2.47	\$0.72		\$573	Area 1 Resid. \$2,825; Area 2, \$2,415/unit. All other development, both areas: \$550/pk. hr. trip Adopted '93. Ind.: \$6782/acre. Comm. \$8832/acre bridge fee + \$10.70/ADT. 1996; fee adjusted annually by Finance Dept. linked with CPI.
Caltrans Dist. 6	Kern Co. COG	Kern County Rosamond Area Bakersfield unincor	X X X	Range>	\$1,179 \$1,461	\$828 \$891	\$1.75 \$6.55	\$0.46 \$0.51			\$351 \$390	Two fee programs; Bakersfield area and Rosamond area. Reported fees cover both unincorporated areas and incorporated cities; listed is range from low to high in each land use category.
Caltrans Dist. 7	VCTC	Ventura County Camarillo Oxnard San Buenaventura Simi Valley Thousand Oaks Westlake	X X X X X X X		\$2,835 \$3,802 \$1,913 \$5,245 \$224 \$2,280 \$1,983	\$1,984 \$2,943 \$1,130 \$3,145 \$157 \$2,208 \$1,586	\$3.78 \$3.36 \$5.40 \$4.13 \$0.55 \$1.61 \$7.64	\$3.02 \$4.83 \$2.61 \$4.42 \$0.19 \$1.02 \$3.95	\$0.76 \$1.91 \$0.94 \$1.38 \$0.05 \$0.91 \$2.14	\$1.91 \$1.98 \$2.21 \$0.19 \$0.00 \$3.01	\$2,126 \$981 \$1,153 \$3,310 \$110 \$980 \$1,249	*Most jurisd. also charge TDM offsite fee, re: Air Quality Plan, case by case. 1995 data; 3 districts with diff. fee schedules. Dist. 2, with the highest fees, is listed. Ventura County Traffic Mitigation Fee Analysis, July 1994. Ventura County Traffic Mitigation Fee Analysis, July 1994. Ventura County Traffic Mitigation Fee Analysis, July 1994. Ventura County Traffic Mitigation Fee Analysis, July 1994.
Caltrans Dist. 8	Riverside CTC Coachella VAG	East. Riverside Co Cathedral City Indio Palm Springs	X X X X		\$838 \$838 \$838 \$838	\$506 \$506 \$506 \$506	\$2.14 \$2.14 \$2.14 \$2.14	\$2.20 \$2.20 \$2.20 \$2.20	\$0.46 \$0.46 \$0.46 \$0.46		\$480 \$480 \$480 \$480	Transportation Uniform Mitigation Fee (TUMF)/required by 1/2 cent sales tax measure. TUMF/req. by sales tax. TUMF/req. by sales tax. TUMF/req. by sales tax. TUMF/req. by sales tax.
Caltrans Dist. 12	OCTA	Orange County Costa Mesa	X X	Range> \$200/ADT	\$742 \$1,456	\$442 \$1,164	\$0.87 \$1.31	\$0.87 \$1.31	\$0.86 \$1.31		\$0.86 \$1.31	Reported fees cover both unincorporated areas and incorporated cities; listed is range from low to high in each land use category. A locally adopted fee is reqd. by Meas M. City adopts annually; 1996 fee \$200/new ADT

**Table 2 - Residential Development TIF Ranges by Caltrans District**

State Agency	Jurisdictions *	Range	Peak Hour Trip	Single Family Dwelling /DU	Multiple Family Dwelling /DU
Caltrans District 3	Counties	Low		\$2,600	\$1,967
		High		\$2,700	\$2,000
		Average (2 counties)		\$2,650	\$1,984
	Cities	Low		\$1,868	\$1,163
		High		\$2,765	\$1,958
		Average (6 cities)		\$2,075	\$1,743
Caltrans District 4	Counties	Low	\$1,181.00	\$1,000	\$820
		High	\$2,500.00	\$2,502	\$2,504
		Average (2 -4 )**	\$1,840.50	\$2,028	\$1,441
	Cities	Low		\$1,214	\$862
		High		\$3,421	\$2,131
		Average (20 -23 cities)**		\$2,386	\$1,667
Caltrans District 5	Counties	Low	\$550.00	\$2,529	
		High	\$1,810.00	\$16,000	
		Average (5 counties)	\$1,180.00	\$5,988	
	Cities	Low	\$970.00		
		High	\$1,665.00		
		Average (8 - 10 cities)	\$1,317.50		
Caltrans District 7	Counties	1 County only		\$2,835	\$1,984
	Cities	Low		\$224	\$157
		High		\$5,245	\$3,145
		Average (6 cities)		\$2,575	\$1,862

\* Information is not shown for District 6, or 12 because of few data points; District 8 jurisdictions are not shown since all have same fee schedule thus there is no high, low or average. See Table 1 for jurisdiction specific information.

\*\* While 23 of the surveyed cities and 7 of the counties in District 4 impose fees, not all of them assess fees for each of the land use categories listed. The average is based on the number of jurisdictions that impose fees in each land use category. The range 20-23 refers to the # of city jurisdictions reflected in the averages, which varies by category.



**Table 3 - Non-Residential Development TIF Ranges by Caltrans District**

State Agency	Jurisdictions *	Range	Land Use Category					
			Peak Hour Trip	Com./ square foot	Off./ square foot	Ind./ square foot	Ind. Office/ square foot	Hotel Motel/ room
Caltrans District 3	Counties	Low**		\$3.15	\$2.45	\$0.87	\$1.04	
		High**		\$3.79	\$3.03	\$1.76	\$1.40	
		Average (2 counties)		\$3.47	\$2.74	\$1.32	\$1.22	
	Cities	Low		\$1.80	\$1.83	\$0.26	\$1.04	
		High		\$5.74	\$4.59	\$1.62	\$2.87	
		Average (6 cities)		\$3.72	\$2.85	\$0.87	\$1.81	
Caltrans District 4	Counties	Low	\$1,181.00	\$1.60	\$2.50	\$1.10		
		High	\$2,500.00	\$4.30	\$5.75	\$5.75		
		Average (2 - 7 counties)***	\$1,840.50	\$2.95	\$4.42	\$3.43		
	Cities	Low		\$0.90	\$1.00	\$0.40	\$1.00	\$1,250.00
		High		\$8.40	\$6.56	\$3.50	\$3.50	\$1,699.00
		Average (17 -23 cities) ***		\$3.86	\$3.77	\$1.83	\$2.25	\$1,474.50
Caltrans District 5	Counties	Low	\$550.00	\$0.65	\$3.60	\$3.60	\$3.60	
		High	\$4,564.00	\$3.60	\$7.20	\$3.60	\$3.60	
		Average (2 -5 counties)	\$2,557.00	\$2.13	\$5.40	\$3.60	\$3.60	
	Cities	Low	\$970.00	\$0.71	\$0.87	\$0.07	\$0.35	\$244.00
		High	\$1,665.00	\$14.53	\$2.47	\$5.94	\$0.35	\$1,931.00
		Average (3 - 7 cities)	\$1,317.00	\$4.39	\$1.56	\$1.80	\$0.35	\$794.60
Caltrans District 7	Counties 1 county only; not applicable	1 County only		\$3.78	\$3.02	\$0.76		\$2,126.00
	Cities	Low		\$0.55	\$0.19	\$0.05	\$0.19	\$110.00
		High		\$7.64	\$4.83	\$2.14	\$3.01	\$2,210.00
		Average (6 cities)		\$3.78	\$2.84	\$1.22	\$1.86	\$1,297.17

\* Information is not shown for District 6, or 12 because of few data points; District 8 jurisdictions are not shown since all have the same fee schedule (thus high, low and average are the same value). See Table 1 for jurisdiction specific information.

\*\* Info compiled in above analysis includes the highest (and lowest) fee charged by category in the counties where fees vary by planning area. Many counties have single county-wide fee. See Table 1 for jurisdiction specific information.

\*\*\* The numbers in parenthesis refers to # of jurisdictions reflected in average, which varies by land use category. While 23 of the surveyed cities in District 4 impose fees, not all of them assess fees for each of the land use categories listed. The average is based on the number of jurisdictions that impose fees in each land use category.

**Table 4 - Traffic Impact Fee Basis**

<b>Fee Basis</b>	<b># of Jurisdictions</b>	<b>% of those with known method</b>
Facility-based	107	91%
Modeling	9	8%
Building Valuation	1	0.8%
Agreement	1	0.8%
Total - basis known	118	
Unknown*	32	
Total	150	

Note: Does not total 100% due to rounding.

\* Questionnaires were not sent to jurisdictions if phone survey indicated TIF funds are used only for street and road projects. The info above reflects questionnaire responses.

**Table 5 - TIF Calculation Method**

<b>TIF Calculation Method</b>	<b># of Jurisdictions</b>	<b>% of those with known method</b>
Project's ADT	40	42%
Peak Hour Trips	22	23%
Size of Development	32	34%
Building Valuation	1	1%
Total - known method	95	
Unknown *	55	
Total	150	

Note: Does not total 100% due to rounding.

\* Questionnaires were not sent to jurisdictions if phone survey indicated TIF funds are used only for street and road projects. The info above reflects questionnaire responses. Also, the calculation methodology for jurisdictions in Orange County could not be broken out from the response sent by the OCTA; the method used varies by jurisdiction, and all methods are used.



**Table 6 - Traffic Impact Fee Revenue Allocation Categories**

## **Streets and Roads**

- Major Thoroughfare Benefit Districts
- Bridge Improvement Districts
- Freeway and Bypass improvements
- Transportation Corridor improvements
- Interchange improvements
- Intersection improvements
- Signalization

## **Alternative Transportation Modes**

### **Bicycle Facilities**

- Class I offroad facilities
- Class II bikelanes
- Class III facilities
- Upgrade of existing facilities
- Roadway over/undercrossings
- Bicycle signage programs and other support facilities

### **Transit Facilities \***

- Capital improvements (buses, electric buses, shelters, new terminals)
- Shuttle buses between shopping centers \*\*
- Bus pull-outs/pads
- Smart cards

### **Pedestrian Facilities**

- New pedestrian roadway over/undercrossings
- Sidewalks, ADA ramps for disabled access

### **Rideshare/Carpool Programs**

### **Transportation Demand Management Programs**

### **Parking Management Programs**

### **Park and Ride Lots**

### **Light Rail - station improvements**

### **Alternative fuel vehicles**

### **Paratransit**

\* As explained in the text, in addition to capital costs, the City and County of San Francisco use fee revenues for operations and maintenance.

\*\* This includes in some cases the operating costs of the shuttle services, as some agencies negotiate with the developer to include the use of the fees for such costs.

**Table 7 - Jurisdictions That Use TIF Revenues for Alternative Transportation Improvements.**

State Agency	Regional Agency	Local Agency	Fee Use		Basis	Calc. Method	Comment
			Roads	Transit/ Alt Mode			
Caltrans District 3	SACOG	Sacramento Co. County, cont. City of Davis Woodland	70-75% * 98%	25-30% * 2%	Facility-based Facility-based Facility-based	Project's ADT Size (by DU). Size of development	Alternative mode % used for buses, Park and Ride lots and light rail stations. 7 districts with fee schedules. TIF was required by Prop A (sales tax). Construction tax, dwelling unit equivalent fee and Mello-Roos Bonds. Alternative mode % used for new bicycle facilities.
Caltrans District 4	MTC	City of Dublin  San Francisco Co. San Francisco City  City of Vacaville  Petaluma	94%   98.4% 97.26%	6%  100% 100% 1.6% 2.74%	Facility-based  Modeling Modeling Facility-based Facility-based	Project's ADT  Size of development Size of development 1 Pk Hr. Trip or EDU P.M. Pk. Hr. Trips	Alloc: 19% for Class I bikeways; 57.5% for transit; 23.5% for Park & Ride.  Transit Impact fee; used for both capacity improvements and operating costs. Transit Impact fee; used for both capacity improvements and operating costs. 1.6% to alternative transportation modes (Class I bike trails along 2 creeks). 2.74% based on anticipated bike and transit project costs.
Caltrans District 5	Monterey TPA	Monterey County	99%	1%	Facility-based	Size of development	The 1% portion is allocated for upgrade of existing bike facilities.
	Santa Cruz LTC	Santa Cruz County	50%	50%	Facility-based	Per unit, trip end	10% is used for bikeways, 1% for transit, 39% for pedestrian facilities.
	San Luis Obispo COG	San Luis Obispo City	80%	20%	Facility-based	Project's ADT	Based on policy 12% mode shift. Altern. portion used: 75% bikes, 25% transit.
Caltrans District 6	Kern COG	Kern County City of Bakersfield	96.5%	3.5%	Needs driven	Project's ADT	The 3.5% was derived through negotiation and is used for transit.
Caltrans District 7	SCAG	Los Angeles County Long Beach	73%	27%	Facility-based	P.M. Pk. Hr. Trips	23% allocated to transit; 4% to the Parking Management. Program.
	VCTC	Ventura County Fillmore	95%	5%	Facility-based	P.M. Pk. Hr. Trips	The 5% altern. modes is used 100% for Class I bikeways.
Caltrans District 8	Coachella VAG	VCAG Eastern Riverside Co Cathedral City Indio Palm Springs	90-91.5% 90-91.5% 90-91.5% 90-91.5% 90-91.5%	9.5-10% 9.5-10% 9.5-10% 9.5-10% 9.5-10%	Modeling Modeling Modeling Modeling Modeling	Project's ADT Project's ADT Project's ADT Project's ADT Project's ADT	CVAG administers Transp. Uniform Mitig. Fee (TUMF)/required for sales tax allocations.
Caltrans District 10	San Joaquin COG	San Joaquin County	95%	5%	Facility-based	Project's ADT	
Caltrans District 11	SANDAG	San Diego	X	X	Facility-based	ADT and Size Dev	49 communities in the city, each has Community Plan. Fees vary. Used for bike facilities, park and ride lots and pedestrian over/ and undercrossings.
Caltrans District 12	OCTA	Orange County Irvine Irvine, continued	All but \$3 Millio 100%	\$3Million	Facility-based Bldg valuation	Size of devlpmnt 1/2 of 1% of value	All jurisdictions required by Sales Tax Measure to adopt fee program. Irvine Business Complex Fee Program; \$3mill for alt. modes, use not specified Irvine System Development Fee.

\* The City did not respond to the questionnaire. Information in the comment is from the City of Davis Public Works Department Bikeway Plan, May 26, 1993; information on the fee basis and calculation method was extracted from the County of Sacramento Public Works Agency's Roadway Element, September 1993.



### **Caltrans District 3**

**1. Sacramento County.** The County was required to adopt a transportation development fee program before the sales tax initiative, Measure A, could be placed before the voters. The intent was to ensure a mechanism by which new development would pay a "fair" share for the cost of mitigating its impacts. The Sacramento County Roadway and Transit Development Fee Program, adopted in 1988 and updated in 1993, identifies major roadway and transit facility improvements that will be necessary to handle the traffic and transit ridership generated by anticipated new development in the unincorporated Sacramento County region through the year 2000. The adopted fee program and the sales tax complement each other as two components of Sacramento County's strategy to fund transportation improvements.

The fee program is designed to finance specific adopted roadway and transit capital improvements determined necessary to serve new development in the unincorporated area consistent with the County's General Plan. The identified roadway capital improvements include road widening and signalization projects along arterials and thoroughfares not yet developed to their respective designation in the County's Major Street & Highways Plan. The needed roadway improvements are financed through the roadway development impact fees as needed to supplement Measure A revenues targeted for the identified improvements. Fee payment is required prior to issuance of the building permits. Capital improvements financed by the transit portion of the impact fee include the purchase of new buses, signal pre-emption projects at intersections for buses, park and ride lots, and light rail system stations (but not track or rolling stock). The revenues are not used for transit operations.

The fee program is applicable to development throughout the urban and urbanizing areas of unincorporated Sacramento County. Construction is exempt in the rural parts of the county that are not planned to be served by transit or where major roadway improvements are not required to serve near-term development. The fee rates are determined by the land use zone in which construction occurs, and are based on the average trip or transit generation of the proposed development. The fees vary by zone; there are 7 districts, each with a different fee schedule, based on the projected construction costs of the roadway and transit improvements needed to accommodate anticipated traffic and transit ridership generated by new development allowed under the County's General Plan and land use zoning. Rates are adjusted for certain types of development, such as single-family residences in multi-family zones, or more intensive development authorized by conditional use permit.

SACOG's "SACMET" traffic forecasting model was used to assess traffic impacts and identify roadway capacity deficiencies on all county arterials. The modeling allowed determination of the origin and number of vehicle trips that contribute to the need for a particular roadway improvement. The method of allocating costs entailed computing the proportional share (percentage) of impact traffic due to development in each district. This was established by aggregating the trips by origin and type for each district. The cost of the traffic improvements identified through the modeling effort was tallied. The development cost share per trip was determined by dividing the total cost of the traffic improvements included in the Capital Improvement Plan (CIP) by the total number of trips anticipated to be generated in each district. The fee schedule was determined for each district by multiplying the trip generation rate for each land use by



the applicable cost. Because the resultant fees were deemed high, especially for non-residential uses, and because Measure A revenues could provide for more than the existing development's share of the improvements, the development's share was reduced to that amount needed to supplement Measure A revenues.

A separate forecast of transit ridership attributable to development over the next ten years was used in developing the transit fee. The fee varies by district depending on the transit ridership anticipated by the land use development in the district as allowed under the County's General Plan. Averaged over the districts, the transit fee portion accounts for approximately 25-30% of the total Roadway and Transit Development Fee revenues.

**2. City of Woodland (Yolo County).** The City of Woodland's TIF program is facility-based, determined by the total facility needs to accommodate future development anticipated under the City's General Plan at buildout at acceptable levels of service. The cost of the facilities were spread and a cost per development size was determined (e.g., dollar value per single family residential unit, or commercial square footage of development). New developments are charged traffic mitigation fees based on the fee schedule determined through this method. Approximately 2% of the fee revenues are used for bikeways, apportioned 50% for the construction of new Class I facilities and 50% for new Class II/III facilities.

**3. Tahoe Regional Planning Agency (TRPA: includes El Dorado and Placer Counties in the State of California, and Douglas and Washoe Counties in the State of Nevada).** As the RTPA, the TRPA charges two fees applicable throughout the Tahoe Air Basin as supported by documentation in the basin's Air Quality Attainment Plan: the first is a rental car mitigation fee of \$4.25/day, the second is an air quality mitigation fee assessed based on the project's potential average daily trips. This fee applies to new development as well as change of use projects. For change of use projects, the net change in trips between the old use and the proposed use must be calculated. Each additional trip must be mitigated at a rate of \$270 per additional trip. The revenues are used by the jurisdiction in which they are collected for transit and air quality projects. The revenue apportionment between alternative modes is determined by the local jurisdiction, based on needed projects to improve the air quality, however, the TRPA must approve the projects to be funded from these revenues.

#### **Caltrans District 4**

**1. City and County of San Francisco.** The City and County of San Francisco adopted a transit impact development fee (TIDF) program in May 1981 (Ordinance No. 224-81) which is applicable to new or converted office space within the downtown area. The fee amount, process, and use of the funds for transit improvements have been upheld by the court in legal challenges, described in Section 6 of this report. The ordinance specifies that a fee of up to \$5 per square foot of increased office space may be charged. In implementation, the fee has been a straight \$5 per square foot assessment. The fee is based on the relationship between the increased office space and the need for increased transit services, as documented in the study which originally established the fee and in subsequent EIR documents prepared for specific projects. The fee is related directly to the incremental financial burden imposed on

Municipal Railway (Muni) to accommodate the new riders generated by the new office space during peak commute hours, both for "initial capital for the acquisition of rolling stock and the construction of facilities; and for the long term operation, maintenance and replacement of those facilities" (S.F. Admin. Code Section 38.3). The amount of fee assessed is to cover increased transit costs which the city predicts will be generated over the 45-year life of each office building. This local ordinance was the first transit funding mechanism of its kind in California.

The process is driven by the City's Administrative Code. The fee is payable at the completion of construction, as a condition of issuance of a certificate of completion and occupancy. Alternately, the building's owner may choose to amortize the fee over several years in installment payments, an option chosen by about six properties, in which case a lien is imposed on the property. In implementation, TDIF revenues are used for capital improvements (including facility improvements, the purchase of new vehicles and vehicle refurbishment projects); administrative costs associated with the fee program (including Muni-Rail staff time, legal fees associated with the challenges, and appropriations for City Building staff review time, etc.); and operating costs.

**2. City of Petaluma (Sonoma County).** The City of Petaluma adopted a traffic mitigation fee program in March 1991. The traffic fee is applied to all new residential and non-residential developments to pay for transportation system improvements that would offset development impacts. The fee is based on net P.M. peak hour trip rates for the type of land use as established in the ITE Trip Generation publication. The rationale for the use of the P.M. peak hour trips rates is that this period generates the heaviest demands on the transportation systems (both roadway and transit systems), and improvements are designed to handle these peak periods.

The City's fee revenues are used to fund projects in the Five Year Capital Improvement Program (CIP), which is updated and annually reviewed by the City Council. The CIP includes transportation system network improvements, traffic system operational improvements, and alternative transportation projects. The CIP's street and circulation projects include: arterial widenings; intersection improvements; median installation on major arterials; interchange and ramp improvements; and new overcrossings;. There are a total of 14 street and circulation projects at an estimated cost of \$66.2 million. The projects reflect the improvements needed to implement the transportation element of the General Plan, principally capacity increasing improvements to reduce the impacts of increased traffic volumes. The alternative transportation projects address other transportation related improvements that reduce the number of trips/traffic rather than increasing capacity. The CIP includes 9 alternative transportation projects, including new Class II bicycle lanes, Class I trails, pedestrian projects, a park-n-ride development and a transit hub project, totalling \$4.12 million. The CIP also includes a citywide traffic system operational improvement program that includes bus pullouts, new signals, signal upgrades and interconnect projects along major arterials, totalling \$5.53 million.

The fees are adjusted periodically by the City Council to reflect changes in the design/scope of the approved CIP projects, project cost estimates, and, funding from other sources. Funding from federal or state grants or other sources of funds reduces



the amount of local funding needed to complete projects, and thus the amount allocated to new development.

To determine the fees, peak hour traffic was estimated to the year 2005. The amount of growth attributable to residential and non-residential development was estimated. The percentage of growth by residential or non-residential trips was applied to the transportation improvement costs attributed to new development. The allocation of costs between existing and new development is based on the projected traffic volumes and the portion of the project that will increase capacity. The percent allocated to development varies by improvement location. For each project, the percent of the estimated project cost attributable to existing and new development was determined to derive the overall cost apportionment. Other fund credits were subtracted from the identified cost of each project to generate a net transportation cost for existing and new residential and non-residential development. The net cost attributable to new development was divided by the units of growth to determine a P.M. peak hour trip fee rate. Using this method, the direct nexus between the development impact (cost of improvement needed to mitigate the development) and the fee was established, and included in the resolution adopted by the City Council (see Appendix F). As determined through this method, the percentage of the development fee allocated to alternative transportation projects is 2.74%; 15.1% of the fee is used for the citywide traffic system operational improvements, and the remainder (82.16%) is allocated for the CIP's list of roadway system improvements.

**3. City of Dublin (Alameda County).** The City of Dublin's TIF program is based on the anticipated average daily trips that will be generated by development allowed by the zoning in the City's General Plan at buildout. The jurisdiction's traffic model was used to determine the overall percentage of fee revenues allocated for alternative transportation modes. The alternative mode allocation (6% of the TIF revenues) is apportioned as follows: 57.5% for transit, 23.5% for new park-and-ride lots, and 19% for new Class I bicycle facilities. The basis for the allocation between modes was not given.

**4. City of Walnut Creek (Contra Costa County).** The City of Walnut Creek's traffic impact fees are based on the number of P.M. peak hour trips a given land use development is anticipated to generate. The fees were determined based on the overall facility needs to accommodate the future traffic and ensure an acceptable level of service at General Plan buildout. Although a portion of the fee revenues is used for alternative transportation mode improvements, the amount apportioned is variable, with no set formula.

**5. City of Vacaville (Solano County).** The City of Vacaville's TIF program was developed based on the transportation infrastructure needs shown by the traffic model, which examined the period 1992-2010, to meet established level of service standards given the buildout growth anticipated in the General Plan. The fees are charged based on each additional peak hour trip or on Equivalent Dwelling Unit, and are apportioned for both road and alternative mode improvements. The alternative mode apportionment (1.6%) is allocated totally for new Class I commuter bike trails along two creeks. Transit facility needs were also determined, but the TIF funds will not be used for transit; rather the city plans to use federal and state funds and grants to fund the needed transit capital and operating improvements.



## **Caltrans District 5**

**1. Monterey County.** Monterey County assesses a transportation mitigation fee based on the size of the development. The fee is facility based, determined by the needs anticipated at General Plan Buildout and is used for both road and bikeway improvements. The apportionment for bikeways (1% of the total fee revenues) is based on existing travel mode use, as determined by use on existing Class II bikelanes along arterials. Transit and pedestrian improvements were deleted from the capital improvements targeted for the TIF revenues because of cost; funding for these alternative modes comes primarily from federal and state funding sources.

**2. Santa Cruz County.** Santa Cruz County assesses a transportation mitigation fee of \$400 per average daily trips for any new development project within its' jurisdiction. Fifty percent of the fee revenues fund alternative transportation improvements. The fee is facility-based, determined by the total number of average daily trips anticipated to be generated by new development allowed under the County's General Plan at buildout. Documentation of the methodology that established the nexus between the impact, and the amount of fee specifically apportioned for alternative transportation improvements was not provided for this survey. A detailed list of the fee apportionment was supplied, which indicates that 39% of the assessed fee is allocated to pedestrian amenities (sidewalks, ADA accessible curbs), 1% for construction of new bus pullouts, 5% to upgrade existing bicycle facilities, 3% for construction of new Class II facilities, and 2% for bicycle signage projects. The remaining 50% is apportioned to street and road improvements needed as a result of the development anticipated under the General Plan.

**3. City of San Luis Obispo (San Luis Obispo County).** The City of San Luis Obispo's traffic mitigation fee program is also based on the anticipated average daily trips that will be generated by the development allowed in the City's General Plan at build-out. A trip rate per unit was determined based on the total dollar amount needed to construct the necessary roadway and alternative transportation improvements necessary to mitigate the anticipated development. The City allocates 20% of the revenues derived from its traffic mitigation fee program for alternative transportation improvements. The allocation was determined by policy to ensure a 12% mode shift as supported by the modeling documentation. Seventy-five percent of the alternative transportation apportionment is allocated to bicycle facilities (new Class I and II facilities, lockers, bike racks and signage), and the remaining 25% is allocated to transit capital improvements (new buses, bus benches, shelters, bus pads).

## **Caltrans District 6**

**1. City of Bakersfield (Kern County)** - The City's TIF program assesses new land use development based on the anticipated average daily trips of the proposed project. The assessment is needs driven, and 3.5% of the fee revenues are apportioned to transit for capital improvements, as determined through negotiation

## **Caltrans District 7**

**1. City of Fillmore (Ventura County).** The City of Fillmore's traffic mitigation fees are assessed based on the anticipated P.M. peak hour trips associated with the development. The fee structure was established based on the cost of the overall roadway and alternative transportation facilities identified as necessary to mitigate the

impact of future development under the City's General Plan. Five percent of the total revenues from the fee program are specifically apportioned to alternative transportation improvements, based on the estimated cost of identified improvements. All of this apportionment is allocated for construction of Class I bikeways.

**2. City of Long Beach (Los Angeles County).** Fees assessed by the City of Long Beach are also based on the anticipated P.M. peak hour trips association with the development. The fee structure was determined based on facility needs at General Plan buildout; the alternative mode apportionment is used for transit and parking management improvements adopted as the Traffic Mitigation Program (23% for transit, and 4% for the Parking Management Program).

### **Caltrans District 8**

**1. Unincorporated Riverside County and nine cities within Coachella Valley (Eastern Riverside County).** Two kinds of fees are assessed at the regional level. First, there is a county-wide 1/2 cent sales tax which was adopted in 1989, effective until the year 2010. Revenues from this source are apportioned as follows: 15% to transportation projects on the state highway system; 40% for regional projects; 30 - 35% to local transportation projects, and 5 - 10% for transit. The local projects may be capital or maintenance, and have been averaging 30%, leaving 10% for transit projects. The second regional fee is imposed in Coachella Valley, as required by the sales tax measure (See Appendix G). There are 10 jurisdictions in the region; nine cities and the eastern portion of Riverside County. Nine of the ten jurisdictions in this region participate in a Transportation Uniform Mitigation Fee (TUMF) program: Eastern Riverside County, Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, Palm Desert, Palm Springs, and Rancho Mirage. The City of Quinta does not participate in the TUMF program, but has its own fee structure. Inclusion in the TUMF program makes the jurisdiction eligible for an allocation of the sales tax revenues; jurisdictions not participating forfeit the sales tax revenues to the CVAG, who programs the dollars according to its priorities. Fifty-five percent of the local sales tax collected in the region is programmed for state highways and major regional road projects. The remaining 45 percent, along with TUMF fee monies and other transportation fees required from new development, is programmed for local street and road improvements, bus replacement and additional transit service, commuter buses, carpools and vanpools and discount senior and disabled transit fares, as specified in the Coachella Valley Transportation Improvement Plan. Participation in the TUMF program does not prevent a city from requiring additional mitigation fees (e.g., for local impacts) of developments, and most of the cities do, however, the fees are used specifically for road improvements.

### **Caltrans District 10**

**1. San Joaquin County.** Five percent of the revenues from San Joaquin County's traffic mitigation fee program is apportioned for alternative transportation improvements. The fee was established based on the total dollar amount needed to construct necessary roadway and alternative transportation improvements needed to meet established level of service standards given the growth anticipated in the County's Comprehensive Plan at buildout. The total cost of the needed improvements



was divided by the average daily trips projected to be generated by the anticipated development to determine the cost per trip, which is assessed against all new development in the County.

An additional regional fee, based on the size of the development, is assessed by the San Joaquin Council of Governments to finance regional road improvements as identified in the Regional Transportation Plan.

### **Caltrans District 11**

**1. City of San Diego.** The City of San Diego is divided into 49 communities. The General and Community Plans identify the need for transportation projects necessary to accommodate development allowed under the plans' zoning. Alternative transportation improvements are identified as well, based on the needs and priorities of each community. The City assesses transportation mitigation fees based on the size of the development or its anticipated average daily trips. The fees vary by community depending on the infrastructure identified necessary for the community to accommodate the development allowed under the General/Community Plan. There is no set percentage allocated citywide to alternative transportation, as the revenue allocations vary by community among the improvement type based on the varying priorities. The funds are used for construction of new Class I, II and III bicycle facilities, upgrade of existing bicycle facilities, roadway over or undercrossings for bicycles, new pedestrian roadway over/undercrossings, sidewalks and other pedestrian amenities, and park-and-ride lots.

### **Caltrans District 12**

**1. Orange County.** Orange County, and each of the cities within the County, have traffic mitigation fee programs. Adoption of such programs was a condition of apportionment of Measure M (the local sales tax) revenues. The fees in each jurisdiction were determined by the total amount needed to construct necessary roadway improvements to meet established level of service standards given the growth anticipated at buildout in the jurisdiction's General Plan. The fee basis varies by agency; some assess fees based on the proposed project's P.M. peak hour trips, some charge based on the anticipated ADT, other assess based on the size of the development (dollar value per number of housing units or square footage of development), or percentage of building valuation or percentage of construction valuation. Most of the communities use the traffic mitigation fee revenues solely to fund roadway improvements; some, however, use a portion to support Transportation Management Agency activities, Transportation Demand Management, and shuttle services.

**2. City of Irvine (Orange County).** The City of Irvine is an example of a jurisdiction in Orange County that apportions traffic mitigation fees to fund alternative transportation improvements. The City has two fee programs. The first is a System Development Fee, assessed against all new development in the city based on an estimated building valuation of 1/2 of 1% of the estimated value of the building. This fee is used solely to fund identified transportation improvements. The second fee is exacted from development subject to the Irvine Business Complex Fee Program. This fee was determined based on the total dollar amount needed to construct the roadway and alternative transportation improvements identified necessary to mitigate the growth



anticipated in the General Plan. A total of \$3 million of the fee revenues is specifically allocated to alternative transportation improvements, negotiated as a component of the overall transportation mitigation program; a percentage apportionment between modes is not specified in the program.

**6. Legal Challenges to TIFs Used for Alternative Transportation Modes** - To date, legal challenges to TIFs used for alternative transportation modes appear limited to the transit impact development fee adopted by City and County of San Francisco in 1981. The wording of the City and County of San Francisco's TIDF ordinance is explicit. S.F. Admin Code Section 38.3 states the TIDF was enacted "in order to be able to provide public transit services for new development in the Downtown Area... It is the purpose of this ordinance to require developers of new development in the Downtown Area to pay a fee which is related directly to the incremental financial burden imposed upon the Municipal Railway both for initial capital outlay for the acquisition of rolling stock and the construction of facilities; and for the long term operation, maintenance and replacement of those facilities once they are in place." As stated in the previous section, the TIDF, process and use of the funds for transit improvements<sup>6</sup> have been upheld in court (e.g. Russ Building Partnership v. City and County of San Francisco (1987) 199 Cal. App.3d 1496 (Russ I); Russ Building Partnership v. City and County of San Francisco (1988) 44 Cal.3d 839 (Russ II), and Blue Jeans Equities West v. City and County of San Francisco (1992) 3 Cal. App. 4th 164). These cases are described below.

In Russ I, the Russ Building Partnership had filed a class action suit against the City and County of San Francisco, on behalf of approximately 6,000 similarly situated property owners in downtown San Francisco, to have the ordinance declared invalid on its face and as applied. A separate suit was filed by Crocker National Bank, Crocker Properties Inc., and Pacific Gateway Associates Joint Ventures (collectively referred to as the Crocker plaintiffs), challenging the retroactive application of the ordinance to buildings under construction before the ordinance was enacted. (The municipal resolutions approving the Crocker plaintiffs' building permits had imposed on the developers the condition of mitigating previously identified adverse transit impacts, in recognition of the need for expanded transit services to meet peak demand generated by cumulative office development in the downtown area).

After separate trials on the validity of the fee and its "retroactive" application, the Superior Court of the City and County of San Francisco entered judgements in favor of the City and County, finding the ordinance establishing the transit fee valid, and retroactive application against the Crocker plaintiffs justified and not unconstitutional. All plaintiffs filed appeals; the cases were consolidated for trial of common issues. Both sets of plaintiffs argued that the \$5-per-square foot fee exceeded the reasonable cost of the increased services to be provided and thus the fee was not a legitimate development fee but a special tax which must be approved by two-thirds of the electorate pursuant to California Constitution, Article XIII, Section 4, that the fee discriminated against owners of office buildings constructed after 1979, and that the fee arbitrarily singled out office buildings while giving retail stores in the downtown area a free ride.

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<sup>6</sup> Note, however, that while San Francisco's TIDF, adopted in 1981, specifies its use to include funding for long term operations and maintenance, legislation enacted in 1988 (Code Section 65913.8) prohibits local agencies from using impact fees for such use, with certain exceptions, delineated in the section (see Appendix H).

The Court of Appeal affirmed the judgement of the trial court that the Ordinance was not a tax and was a "debatably rational" development fee. The trial court found the fee levied to be directly related and limited to the cost of the increased transit service engendered by the specific development and thus not a "special tax" within the meaning of section 4, nor a "proceed of a tax" within the meaning of Cal. Const., art. XIII B (imposing government spending limitations). The court also found the fee amount to be not unreasonable, and further that imposition of a lump sum fee representing increased transit costs over a 45-year period was not arbitrary, unreasonable, or an unconstitutional taking of plaintiff's property. The city had undertaken numerous studies and hired a consultant to project long-term needs and costs of transit services and held public hearings to determine the reasonable cost of the increased transit services. The court cited the Downtown Plan Environmental Impact Report which had identified new office space, not retail stores, as primarily responsible in the downtown city area for the need for improved peak hour transit services, and found the determination had been reasonably arrived at by the city. The Court of Appeals upheld the trial court's findings that the ordinance did not violate equal protection or due process guaranties, nor did it result in double taxation. However, the Crocker plaintiff's judgement was reversed.

In Russ II, both Russ and the City petitioned for review. The Supreme Court granted the City's petition and denied Russ's, leaving intact the lower court ruling that the TIDF is a valid development fee, and limited review to the interpretation of the resolutions authorizing Crocker's and Pacific's building permits and whether adequate notice of the subsequently imposed TIDF had been given. The plaintiffs had been issued building permits, begun construction, and made substantial financial commitment to their projects almost two years before the TIDF ordinance was enacted by the City. Plaintiffs therefore had a vested right to complete the buildings and occupy them under the conditions contained in the permits.

After review, the court decided the transit mitigation condition in the permits included the eventuality of the TIDF ordinance (the mitigation condition had been included "in response to an adverse environmental impact on transportation which had been identified in the EIR for both plaintiff's properties"), and that the history of the condition confirmed that its purpose was to require the developers to fund the increased transit demands generated by their projects. The court concluded that application of the ordinance to the Crocker plaintiffs "does not impair their vested rights", overturning the Court of Appeals reversal, and affirming the Court of Appeal's judgement in all other respects.

In the Blue Jeans Equities West case, the plaintiff had filed for declaratory relief against the city, contending the TIDF ordinance unlawful and invalid as applied to the Levi's Plaza project (a five-building office, retail and condominium complex in the north or northeast waterfront section of San Francisco, an area located away from the financial downtown area). The final EIR for the project discussed the project's adverse impact on transportation, specifically transit, with 16 additional Muni runs on three routes required during the peak hour to provide adequate capacity. The permit for the project was issued on January 4, 1979, with a resolution including a transit mitigation condition stating the project's owner "shall make a good-faith effort to participate in future funding mechanisms to assure adequate transit service to the area of the city in which the project is located." The TIDF was adopted by the San Francisco Board of Supervisors before the Levi Plaza project received its certificate of completion. The trial court found in favor of the City, stating that the ordinance was not an unconstitutional taking on its face or as applied to the owner and developer. The court further found that regardless of the fact that the project is located away from the traditional



downtown area, the plaintiff had notice that the development would adversely impact public transportation and had agreed as a condition of the building permit to participate in funding mechanisms to assure transit service to the project. The Court of Appeal affirmed the judgement, and appeal for review by the Supreme Court was denied.

**Legal Implications.** There are numerous legal issues involved in the imposition of development impact fees. Legal counsel should be consulted to determine applicability of case law and statutory requirements to a given situation.

**7. Other Local Funding Sources Used for Transportation Improvements** - In addition to the transportation impact fees identified through this survey, local jurisdictions use state and federal funding, Local Transportation Funds<sup>7</sup>, and a variety of locally based funding mechanisms and sources for traditional street and road improvements and alternative transportation modes. The local funding sources identified in this study are listed in Table 8, along with the number of jurisdictions found to use each identified type. The listed sources and mechanisms do not constitute all mechanisms used throughout the state (for example, state funding and federal Intermodal Surface Transportation Efficiency Act based programs were not considered). Furthermore, the survey did not include all jurisdictions, and for those which are included, all the methods used may not have been reported. The information is included to show the range of sources now being used by the jurisdictions; no attempt at quantifying the percentage each source provides toward the total transportation funding package of the jurisdictions was undertaken. A jurisdiction-specific listing is included in Appendix I.

## IV. DISCUSSION

The study documents that in California, traffic impact fees are typically used to fund expansion of the street and highway system to accommodate new development and achieve or maintain an acceptable level of service. Traffic modeling techniques enable local jurisdictions to document the need for the improvements based on the additional trips generated by the new development and the impact that the additional traffic has on the transportation system. Impact fees were shown to be less frequently used for transit or other alternative projects. However, state statutes and case law clearly allow the use of impact fees for alternative transportation mode improvements. The issue becomes one of documenting the relationship (nexus) between the new development and the alternative mode improvements identified to be funded from the traffic impact fee revenues. The jurisdictions surveyed that fund transit and other alternative mode improvements from their TIF programs used different successful approaches to document the nexus, summarized in Table 9. One approach is to document a direct relationship which demonstrates the new development will use the alternative mode, which, as a result, will be impacted. The best example of this, upheld by case law, is the transit fee assessed for downtown office development in the City of San Francisco, where peak hour trips by transit were shown to increase as a result of the new

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<sup>7</sup> Local Transportation Funds (LTF) are allocated under the State Transportation Development Act of 1971. Funding equal to one-quarter of one percent of a county's retail sales tax revenues is provided under TDA; the funds are allocated by the RTPAs to local agencies for transit and street and road improvements. The TDA authorizes two major funding sources for public transportation and non-transit applications (local streets, pedestrian and bicycle facilities): the Local Transportation Fund and the State Transit Assistance Fund (STAF).



**Table 8 - Local Funding Mechanisms Used by Jurisdictions**

Street and Road Improvements	# Jurisdictions	Alternative Transportation Improvements	# Jurisdictions
Street and Road Benefit Districts	61	Investment income, parking lot revenues, rental of revenue	88
Traffic Fines and Forfeitures (Counties)	17	vehicles, buildings, other property	
Traffic Safety Fund (Cities)	36	Local grants or subsidies (including General Fund monies)	54
Local sales tax (Countywide)	17	Advertising (display for revenues)	36
Private parties financed	12	Local sales tax	13
Public/Private Partnerships	5	TDM Offsite Fee	5
Toll road/Bridge toll capture	3	Property tax for transit	4
Building or construction tax, valuation	2	Air quality fee used for alternative transportation improvements	2
Air quality fee used for road improvements	2	Charter bus/van service, including school bus service revenues	2
Regional Fee	2	Public/Private Partnerships	1
General Development Fee	1	Transit district sales tax	1
Public Facilities Tax	1		
Utility Tax	1		

**Table 9 - Methods To Establish Nexus Between Fee  
and Alternative Mode Improvements**

Method	Description	Example
Direct Relationship	Demonstrate mode will be impacted; improvements needed to handle increase in the mode's use by the new development.	City of San Francisco Transit Fee
Indirect Relationship	Equate mode shift from improvements to increase in street capacity (e.g., reduces traffic impact).	City of San Luis Obispo
Negotiation with Developer	Cost of a specific improvement that serves the development (i.e., bus stop, bike path transit shuttle).	Many examples of case by case negotiation for specific intersection/signalization improvements; City of Irvine is an example of use for transit.
Policy-based Determination	CIP with traditional street and road projects and alternative mode projects is adopted as part of ordinance establishing fee.	City of Petaluma



office buildings. In other jurisdictions, an indirect method is used, equating a mode shift as a result of proposed improvements to be funded from the fee (for example, transit expansion, or new commuter bikeways), and the subsequent increase in street/highway capacity as the people shift from single-occupancy auto trips in the peak hour to the alternative mode. A third mechanism is based on negotiation with the particular developer that a proportion of the fees collected would be used for alternative transportation improvements, usually a specific improvement such as a bicycle segment or a bus stop which directly serves the proposed development. This mechanism would appear to have the least guarantee as a stable revenue source. The final mechanism is a policy-based determination. In the latter case, a capital improvement program including both street and road improvements and alternative mode improvements is adopted by the fee authority (county or city jurisdiction) as part of the TIF ordinance. The program of projects typically flows from the Circulation Element or Community General Plan, with traffic modeling which demonstrates the future level of service given the improvements. The ordinance adopts the program of projects, specifically tying the fee revenues from the TIF to the project list.

The latter mechanism appears to give decision-makers the most flexibility, and is the approach recommended to local jurisdictions (see Figure 11). The TIF ordinance can be revisited to revise the project list and adjust the fee levels as often as necessary to compensate for increases in project costs. Or, the ordinance adopting the fee could include a provision that the fee be tied to an automatic inflation, adjusted with the Consumer Price Index (CPI), which would cut down on the necessity of additional public hearings to readopt the ordinance if the only change is related to inflation. The policy implication of adopting a program of projects with the TIF is that careful selection of the improvements to be funded can minimize opposition of the fees by the development industry and minimize impacts to the economy.

Local jurisdictions in Santa Barbara County expressed interest in the use of traffic impact fees for alternative transportation improvements. The study shows traffic impact fees could provide an additional revenue source for such projects. The stability of the traffic impact fees for this purpose was not investigated; development varies from year to year, and thus, TIF revenues would fluctuate year to year. However, other funding sources also fluctuate; sales and gas tax revenues fluctuate with the rise and fall of the prices and consumption of retail goods and gasoline. Sales taxes fluctuate more than do gas taxes; both fluctuate less than impact fees, which are tied to the booms and busts of the construction industry. The primary advantage of an impact fee as a transportation improvement funding source is that, unlike a sales or gas tax, it does not require a two-thirds vote of the electorate in a jurisdiction. Impact fees require only the majority approval of the legislative body imposing the fee. However, impact fees are limited in their use to that portion of a project which is required to accommodate new development, whereas sales tax and gas tax revenues can be used for capital, operating or maintenance projects, providing a more flexible revenue source. An analysis of the level of funding which might be anticipated from development fees for alternative mode improvements in Santa Barbara County jurisdictions was not undertaken for this study, but obviously fee revenues would vary by jurisdiction and county planning area, based on the fee schedule and level of anticipated development.

# Figure 11 - Recommended Local Response to TIF Survey

- Recognize Alternative Transportation Modes have a role in a TIF.
- Coordinate with alternative mode advocates, developers and transit agencies.
- Identify capital requirements to develop alternative transportation system, as is done for streets and roads.
- Amend TIF ordinance to include alternative transportation modes in program of projects.
- Tie fee revenues to a project list which includes traditional street and roads projects and alternative transportation projects.
- Monitor and adjust project list and fee levels as appropriate.

## V. REFERENCES

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California State Department of Transportation - District 4 Transportation Planning Branch, 1992, Bay Area Traffic Impact Fee 1992 Report.

City of Davis Public Works Department, May 26, 1993, Bikeway Plan.

Contra Costa Transportation Authority, April 1992, Existing Fee Information for Contra Costa and Other Areas in California.

County of Sacramento Public Works Agency, September 1993, Roadway Element.

County of Ventura Public Works Agency, July 1994, Engineering Report, Traffic Impact Mitigation Fee Analysis, Phase I.

Institute of Management Communications (for the Coachella Valley Association of Governments), June 1988, Uniform Transportation Mitigation Fee Ordinance Report.

Institute of Transportation Engineers, District 6, September 1987, A survey and Analysis of Traffic Impact Fee Experience in the U.S.

Management Services Institute, Inc., July 1993, Development Impact Fee Report for the City of Carpinteria.

Recht Hausrath & Associates (for the Alameda Congestion Management Agency), May 1996, Alameda County's Areawide Traffic Impact Fee Feasibility Study.

San Diego Association of Governments, June 1993, Final Draft Regional Public Facilities Financing Plan.

San Diego Association of Governments, March 1992, Transportation Control Measures for the Air Quality Plan.

State of California, State Controller, October 1996, Financial Transactions Concerning Transit Operators and Non-Transit Claimants Under the Transportation Development Act, Annual Report.

State of California, State Controller, October 1995, Financial Transactions Concerning Streets and Roads of Cities and Counties in California, Annual Report.

Steven Tindale, May 1991, ITE Journal, "Impact Fees - Issues, Concepts, and Approaches".

199 Cal.App.3d 1496; 246 Cal.Rptr. 21, Jan. 1987, *Russ Bldg. Partnership v. City and County of San Francisco*.



44 Cal3d 839; 244 Cal.Rptr. 682, 750 P.2d 324, Mar. 1988, *Russ Bldg. Partnership v. City and County of San Francisco*.

3 Cal.App.4th 164; 4 Cal.Rptr.2d 114, Jan. 1992, *Blue Jeans Equities West v. City and County of San Francisco*.

U.S. Department of Commerce, August 1994, County and City Data Book, A Statistical Abstract Supplement.



## **APPENDIX A**

### **SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS ROLES AND RESPONSIBILITIES**





### WHAT IS SBCAG?

The Santa Barbara County Association of Governments (SBCAG) is a voluntary council of governments formed under a joint powers agreement executed by each of the general purpose local governments in Santa Barbara County. SBCAG is an independent entity governed by a twelve-member board consisting of a city council representative from each of the seven cities in the county and the five members of the county board of supervisors. The city representatives are appointed by their respective city councils.

### WHAT IS ITS PURPOSE?

The original agreement under which SBCAG was established in 1966 cited the need "to examine common problems and suggest solutions". While SBCAG's authority and responsibilities have grown substantially over the years, its central purpose continues to be the resolution of problems and issues that are regional or multi-jurisdictional in nature. The SBCAG governing board of city and county elected officials is the most appropriate body to address many issues of regional concern.

### WHAT ARE ITS RESPONSIBILITIES?

SBCAG has evolved from a planning advisory body in 1966 to a regional agency with planning, programming, and operational responsibilities. This evolution has occurred for a number of reasons. State and federal regulations have required the designation of a single multi-jurisdictional entity to be responsible for the planning and implementation of a number of programs in recent years. SBCAG has been designated as the responsible agency for several of those programs. In addition, the cities and the county have selected SBCAG as the appropriate entity to implement specific countywide programs that have been developed over the years to respond to regional needs or state legislation.

SBCAG currently serves in the following capacities for the Santa Barbara County area:

**Metropolitan Planning Organization (MPO)** - SBCAG has been designated by the Governor as the agency responsible for all transportation planning and programming activities required under federal law. This includes the development of long range transportation plans and multi-year funding programs, and the selection and approval of transportation projects using federal funds.

**Regional Transportation Planning Agency (RTPA)** - Designated by the Secretary of the California Business, Housing and Transportation Agency, SBCAG is responsible for the multimodal transportation planning, programming, and fund allocation required by state statutes. This includes the annual allocation of approximately \$8.0 million in Transportation Development Act funds.

**Local Transportation Authority (LTA)** - As the LTA, SBCAG is responsible for implementing and administering the 1/2% sales tax authorized by Measure D in November 1989. This tax is estimated to generate \$600 million for local and regional transportation projects. SBCAG's responsibilities include the annual allocation of approximately \$11.0 million to local agencies. SBCAG is also responsible for the development and construction of the sixteen state and regional projects identified in the Measure D plan at a total cost of approximately \$160 million.

**Airport Land Use Commission (ALUC)** - SBCAG in its capacity as the ALUC is responsible under state law to protect public health, safety, and welfare by ensuring that vacant lands in the vicinity of airports are planned and zoned for uses compatible with airport operations. To do this, SBCAG must determine that the adoption of local land use plans and policies will minimize the public's exposure to excessive noise and safety hazards.

**Service Authority For Freeway Emergencies (SAFE)** - As the SAFE, SBCAG is responsible for the installation, operation, and administration of the system of 325 roadside call boxes in Santa Barbara County. This system is financed by a \$1.00 per year fee on all motor vehicles registered within the county.

**Congestion Management Agency (CMA)** - The cities and county have designated SBCAG as the CMA for Santa Barbara County. In this capacity, SBCAG is responsible for the development and implementation of the countywide Congestion Management Program required in all urban counties. The CMP is a comprehensive program designed to reduce auto-related congestion through travel demand management and coordinated land use planning among all local jurisdictions.

**Affiliate Census Center** - SBCAG has been designated by the Department of Finance to serve as the affiliate census center for Santa Barbara County. As such, SBCAG serves as the conduit for government and public access to census data.

SBCAG also administers the interagency Transportation Demand Management (TDM) program affecting employers in the Santa Barbara and Goleta areas under ordinances adopted by the City and County. This program is administered under agreement with those agencies.

In addition to the above, SBCAG conducts other regional planning activities including the preparation of the Regional Housing Needs Allocation Plan and the development of regional growth forecasts of population, housing and employment. SBCAG administers the Socioeconomic Monitoring and Mitigation Program (SEMP) under an agreement with the County. This program is a requirement imposed as a permit condition by the County on major oil, gas, and pipeline projects. SBCAG also provides technical assistance to local agencies on a cost reimbursement basis.

The operations of SBCAG are financed from a variety of sources including state and federal subventions, planning grants, certain regional funds, and reimbursements. No city or county general funds are used to support the operations of SBCAG.



## **APPENDIX B**

### **TELEPHONE SURVEY**



Table B-1 TRAFFIC FEE SURVEY - INFORMATION ON PHONE SURVEY, MAILING, RESPONSE AND CONTACT PERSONS

State Agency	Regional Agency	Local Agency	Phone Survey	Quest. Sent	Rec'd. Resp.	Other Info	Source of Other Info	Date of Info	Person Contacted in Phone Survey or Questionnaire contact	Phone Number
Caltrans District 1	Del Norte LTC	Del Norte County	X	No	---			9/96	Kathryn Matthews, LTC	(707) 465-3878
	Humboldt COG	Humboldt County	X	No	---			9/96	Spencer Clifton, COG	(707) 444-8208
	Lake COG	Lake County	X	No	---			9/96	William Kranz, COG	(707) 263-1600
	Mendocino COG	Mendocino County	X	No	---			9/96	Janet Orth, Admin. Asst., Mendocino COG	(707) 463-4470
Caltrans District 2	Lassen LTC	Lassen County	X	No	---			9/96	John Mitchell, LTC	(916) 251-8288
	Modoc LTC	Modoc County	X	No	---			9/96	John Fisher, LTC	(916) 233-6411
	Plumas LTC	Plumas County	X	No	---			9/96	Martin Byrne, LTC	(916) 283-6268
	Shasta LTC		X					9/96	Bill Ramsdell, LTC	(916) 225-5661
		Shasta County		No	---	X	Ph.survey, LTC	9/96	Bill Ramsdell, LTC	(916) 225-5661
		City of Redding		No	---	X	Ph.survey, LTC	9/96	Bill Ramsdell, LTC	(916) 225-5661
	Siskiyou LTC	Siskiyou County	X	No	---			9/96	Tom Anderson, Co PW	(916) 842-8250
	Tehama LTC	Tehama County	X	No	---	X	Ph.survey, LTC	9/96	Greg Latourell	(916) 385-1462
	Trinity LTC	Trinity County	X	No	---	X	Ph.survey, LTC	9/96	Scott ---	(916) 623-1351
Caltrans District 3	Caltrans Regional Planning		X	No	---			9/96	Jodi Lonergan, Div. Ch.	(916) 741-4277
	Butte CAG		X	No	---			9/96	Jeff Ploverman	(916) 327-3859
		Butte County		No	---	X	Ph. surv., CAG	9/96	Jon Clark	(916) 538-6866
		City of Chico		X	No	X	Ph. surv., CAG	9/96	Jon Clark	(916) 538-6866
								9/96	Jon Clark	(916) 538-6866
	Colusa LTC	Colusa County	X	No	---		Ph.survey, LTC	9/96	Russell Gum	(916) 458-5186
	El Dorado LTC	El Dorado County	X	X	X			10/96	Natalie Porter, Co Trans.	(916) 621-5900
	Glenn Co LTC	Glenn Co.	X	No	---			10/96	Gloria Weans	(916) 621-5900
	Nevada LTC	Nevada County	X	X	X			10/96	L. Johanne Owens	(916) 265-3202
	Placer LTC		X					9/96	Will Garner , LTC	(916) 823-5030
		Placer County		X	No	X	Ph.survey, LTC	9/96	Will Garner	(916) 823-5030
		City of Roseville		X	No	X	Sac.Co Rpt.	11/96	J. Richard Blackmarr	(916) 440-6525
		City of Rocklin		X	No	X	Sac. Co Rpt.	11/96	J. Richard Blackmarr	(916) 440-6525
	SACOG		X	No	---			9/96	Ken Hough	(916) 457-2264
		Sacramento Co.		X	X			11/96	J. Richard Blackmarr	(916) 440-6525
		City of Sacramento		X	X			10/96	Fran Halbakken	(916) 264-7194
		City of Folsom		X	X			10/96	John Maguire	(916) 355-7274
		Sutter County		No	---	X	Ph.surv., COG	9/96	Ken Hough	(916) 457-2264
		Yuba City		No	---	X	Ph.surv., COG	9/96	Ken Hough	(916) 457-2264
		Yolo County		X	X			10/96	John Joyce	(916) 666-8849
		City of Davis		X	No	X	Sac. Co Rpt.	11/96	J. Richard Blackmarr	(916) 440-6525
		West Sacramento		No	---	X	Sac. Co Rpt.	11/96	J. Richard Blackmarr	(916) 440-6525
		Woodland		X	X			12/96	Gary Wegener	(916) 661-5978
		Yuba County		No	---	X	Ph.surv., COG	9/96	Ken Hough	(916) 457-2264
	Sierra Co LTC	Siera County	X	No	---			9/96	Sam White	(916) 289-3201
	Tahoe RTPA		X	X	X			9/96	Richard Wiggins	(916) 588-4547



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State Agency	Regional Agency	Local Agency	Phone Survey	Quest. Sent	Rec'd. Resp.	Other Info	Source of Other Info	Date of Info	Person Contacted in Phone Survey or Questionnaire contact	Phone Number
Caltrans District 4	Caltrans Regional Planning MTC		X	No	—			9/96	Blesida Gebreyesus, CT	(510) 286-5575
			X	No	—		Referred CMAs	9/96	David Tannahill	(510) 464-7700
		Alameda County	X	X	X			10/96	Ferdinand Del Rosario	(510) 670-5551
		Alameda City		No	—	X	Caltrans Survey	1992	Blesida Gebreyesus, CT	(510) 286-5575
		Dublin		X	X			10/96	Lee Thompson	(510) 833-6630
		Fremont		X	X			10/96	Martin Boyle	(916) 494-4684
		Hayward		No	—	X	Caltrans Survey	1992	Blesida Gebreyesus, CT	(510) 286-5575
		Livermore		X	X			10/96	Dan Smith	(510) 373-5263
		Newark		No	—	X	Caltrans Survey	1992	Blesida Gebreyesus, CT	(510) 286-5575
		Oakland		No	—	X	Caltrans Survey	1992	Blesida Gebreyesus, CT	(510) 286-5575
		Pleasanton		No	—	X	Caltrans Survey	1992	Blesida Gebreyesus, CT	(510) 286-5575
		Contra Costa County	X	X	X			10/96	J. Bueren, Patrick Roche	(510) 335-1242
		Antioch		X	X			10/96	S.E. Davis, P.E.	(510)-779-7050
		Danville		X	X			10/96	Brian Welch	(510) 820-1080
		Martinez		X	No	X	C.C.Fee Rpt.	92/96	M. Engelmann, CCTA	(510) 256-4729
		Pittsburg		X	X			12/96	Paul Reinders	(510) 439-4822
		Pleasant Hill		X	X			10/96	Leary Wong, D.P.W.	(510) 671-5252
		Richmond		X	No	X	C.C.Fee Rpt.	92/96	M. Engelmann, CCTA	(510) 256-4729
		San Pablo		No	—	X	C.C.Fee Rpt.	92/96	M. Engelmann, CCTA	(510) 256-4729
		San Ramon		X	No	X	C.C.Fee Rpt.	92/96	M. Engelmann, CCTA	(510) 256-4729
		Walnut Creek		X	X			10/96	Jim Keller	(510) 256-3529
		Marin County		X	X			10/96	Art Brook	(415) 499-6752
		Novato		No	—	X	Caltrans Survey	1992	Blesida Gebreyesus, CT	(510) 286-5575
		San Rafael		No	—	X	Caltrans Survey	1992	Blesida Gebreyesus, CT	(510) 286-5575
		Napa County		X	X			12/96	Larry Bogner	(707) 253-4351
		City of Napa		X	No	X	Caltrans Survey	1992	Blesida Gebreyesus, CT	(510) 286-5575
		Santa Clara County	X	No	—	X	Ph.survey, CM	9/96	Michael Evanhoe	(408) 453-4030
		Campbell		No	—	X	Caltrans Survey	1992	Blesida Gebreyesus, CT	(510) 286-5575
		Cupertino		X	X			12/96	Raymond D. Chong	(408) 777-3240
		Gilroy		X	X			10/96	Norman S. Allen	(408) 848-0450
		Milpitas		No	—	X	C.C. Fee Rpt.	5/92	M. Engelmann, CCTA	(510) 256-4729
		Mountain View		No	—	X	Caltrans Survey	1992	Blesida Gebreyesus, CT	(510) 286-5575
		San Jose		No	—	X	Caltrans Survey	1992	Blesida Gebreyesus, CT	(510) 286-5575
		Santa Clara		X	X			11/96	Robert Mortenson	(408) 984-3200
		Sunnyvale		No	—	X	Caltrans Survey	1992	Blesida Gebreyesus, CT	(510) 286-5575
		San Mateo County	X	No	—		Ph.survey, CM	10/96	Geoffrey Kline	(415) 363-4100
		Daly City		X	—	X	Caltrans Survey	1992	Blesida Gebreyesus, CT	(510) 286-5575
		Foster City		No	—	X	Caltrans Survey	1992	Blesida Gebreyesus, CT	(510) 286-5575
		San Bruno		No	—	X	Caltrans Survey	1992	Blesida Gebreyesus, CT	(510) 286-5575
		San Mateo City		X	X			10/96	Elizabeth Diamond	(415) 377-3315
		So, San Francisco		X	X			12/96	Arthur Wong	(415) 877-8656
		San Francisco Co.		X	X			12/96	Jerry Robbins	(415) 554-2342
		San Francisco City	X	X	X			12/96	Fred Clark, MuniRailway	(415) 923-2531
		Solano County		X	X			10/96	John Gray	(707) 421-6062
		Fairfield		No	—	X	Caltrans Survey	1992	Blesida Gebreyesus, CT	(510) 286-5575
		Vacaville		X	X			10/96	Dale Pfeiffer	(707) 449-5169
		Vallejo		X	X			10/96	Otto Bertolero	(707) 648-4686

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State Agency	Regional Agency	Local Agency	Phone Survey	Quest. Sent	Rec'd. Resp.	Other Info	Source of Other Info	Date of Info	Person Contacted in Phone Survey or Questionnaire contact	Phone Number
Dist. 4, continued	MTC cont.	Sonoma County Petaluma Rohnert Park Santa Rosa		X X X No	No X No —	X  X X	Caltrans Survey Caltrans Survey Caltrans Survey	1992 10/96 1992 1992	Blesida Gebreyesus, CT Allan Tilton Blesida Gebreyesus, CT Blesida Gebreyesus, CT	(510) 286-5575 (707) 778-4304 (510) 286-5575 (510) 286-5575
Caltrans District 5	Caltrans Regional Planning Monterey TPA	Monterey County City of Monterey Marina Salinas	X X X	No No X	— — X			9/96 9/96 10/96	Kris Bowden, CT Gloria Rodriquez George Devine	(805) 549-3225 (408) 755-4812 (408) 755-4937
				No No X	— — X	X X	Caltrans Survey Caltrans Survey	1990 1990 12/96	Sarah Chesbro Sarah Chesbro Kevin Callahan	(805) 549-3640 (805) 549-3640 (408) 758-7919
	Santa Cruz LTC	Santa Cruz County Capitola City of Santa Cruz Scotts Valley Watsonville	X	No X No X X	— X — — X			9/96 10/96 1992 1992 1992	Steve Harkness John Presleigh Blesida Gebreyesus, CT Blesida Gebreyesus, CT Blesida Gebreyesus, CT	(408) 454-3073 (408) 454-2391 (510) 286-5575 (510) 286-5575 (510) 286-5575
				No X No X X	— X — — X	X X X	Caltrans Survey Caltrans Survey Caltrans Survey	1992 1992 1992 10/96	Marcela Tavantzis	(408) 728-6095
	San Benito COG	San Benito County	X	No No	— —	X	Ph. surv., COG	9/96 9/96	Max Bridges Max Bridges	(408) 637-3725 (408) 637-3725
	SBCAG	Santa Barbara Co. Buellton Carpinteria Lompoc Santa Barbara Santa Maria Solvang		X X X X X X X	X X X X X X X			12/96 12/96 12/96 12/96 12/96 12/96 12/96	Chris Gabriel, Co PW Jeff Edwards Bob Nesbitt Larry Bean Rob Dayton Lee Diaz Jeff Edwards	(805) 568-3062 (805) 688-5200 684-5405 X/40 (805) 736-1261 (805) 564-5390 925-0951 X/22 (805) 688-5200
	San Luis Obispo COG	San Luis Obispo Co. Arroyo Grande Atascadero Grover Beach Morro Bay Paso Robles Pismo Beach San Luis Obispo	X	No X	— X			9/96 10/96	Dan Herron Richard Marshall	(805) 781-5711 (805) 781-5280
						X	Ph. survey, CO	9/96	Dan Herron	(805) 781-5711
						X	Ph. survey, CO	9/96	Dan Herron	(805) 781-5711
						X	Ph. survey, CO	9/96	Dan Herron	(805) 781-5711
						X	Ph. survey, CO	9/96	Dan Herron	(805) 781-5711
						X	City Ordinance	Adopted 5/93	Chas Johnson	(805) 237-3860
						X	Ph. survey, CO	9/96	Dan Herron	(805) 781-5711
			X	X	X			11/96	Terry Sanville	(805) 781-7178
	Fresno COG	Fresno County Clovis City of Fresno	X X	No No X No X	— — X — X			9/96 9/96 10/96 9/96 10/96	Lynne Riley, Steve Savill Ken Louis Stan Nakagans Ken Louis David Valenzuela	(209) 488-4115 (209) 233-4148 (209) 453-4766 (209) 233-4148 (209) 498-4737
	Kern COG	Kern County Rosamond Area Bakersfield unincorp. City of Bakersfield Ridgecrest	X	X X X X No	X X X X —			9/96 10/96 10/96 10/96 10/96	Ron Brummett Barry Nienke Barry Nienke Barry Nienke Marian Shaw	(805) 861-2191 (805) 862-8874 (805) 862-8874 (805) 862-8874 (805) 326-3579
				No	—	X	Ph. surv. COG	9/96	Ron Brummett	(805) 861-2191
	Kings CAG	Kings County Hanford	X	X X X	X X —			9/96 10/96 8/96	Ron Hughes, Terry King Harry Verheul Marty Price, Amador	(209) 582-3211 (209) 582-3211 (209) 223-6429
						X	Amador CTC s			

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State Agency	Regional Agency	Local Agency	Phone Survey	Quest. Sent	Rec'd. Resp.	Other Info	Source of Other Info	Date of Info	Person Contacted in Phone Survey or Questionnaire contact	Phone Number
	Madera LTC	Madera County Madera City	X	X No	X ---	X	Ph. surv. COG	9/96 10/96 9/96	Bob Stone Dick Wyatt Bob Stone	(209) 675-0721 (209) 675-7811 (209) 675-0721
	Tulare CAG	Tulare County Porterville City of Tulare Visalia	X	X No No X	X --- --- X	X X	Ph. surv. COG Ph. surv. COG	9/96 11/96 9/96 9/96 10/96	Michael Carr Jim Larsen Michael Carr Michael Carr Britt L. Fussel	(209) 733-6291 (209) 733-6291 (209) 733-6291 (209) 733-6291 (209) 738-5331
Caltrans District 7	SCAG	Imperial County El Centro	X	X X	X No	No		10/96	John Armas	(619) 339-4462
		Los Angeles County Burbank Glendale Long Beach Pasadena Santa Monica	X	X X X X X X	X No No No No No	No No No No No		10/96	Barry Wither	(818) 458-4351
	VCTC	Ventura County Camarillo Fillmore Moorpark Ojai Oxnard Port Hueneme San Buenaventura Santa Paula Simi Valley Thousand Oaks	X	X X X X X X X X X X X	X No X No No X X X X X X			9/96 10/96 10/96 10/96 10/96 10/96 10/96 10/96 10/96 11/96	Chuck Thomas, APCD Wm. Butch Britt Bert Rapp Joe Genovese Greg Brown Nazir Lalani Norm Wilkinson Traffic Engineer John Holliwell	(805) 645-1427 (805) 654-2077 (805) 524-3701 (805) 385-7869 (805) 986-6553 (805) 654-7881 (805) 933-4212 (805) 583-6700 (805) 449-2412
Caltrans District 8	Caltrans Planning & Public Transport. Riverside CTC		X X	No No	--- ---			9/96 9/96	Mike Miles, Chief PPT Paul Blackwelder	(909) 383-6320 (909) 787-7141
	Coachella VAG	Riverside County Eastern Riverside Co Cathedral City Indio Palm Springs	X	No No No No No	--- --- --- --- ---	X X X X	Ph. surv, CVAG Ph. surv, CVAG Ph. surv, CVAG Ph. surv, CVAG	9/96 9/96 9/96 9/96 9/96	Bill Clapper Bill Clapper Bill Clapper Bill Clapper Bill Clapper	(619) 346-1127 (619) 346-1127 (619) 346-1127 (619) 346-1127 (619) 346-1127
	Western Riverside COG	Western Riverside Co Corona Hemet Moreno Valley Riverside Temecula		No No No No X No	--- --- --- --- X ---	X	Ph. surv, COG Ph. surv., Caltr Ph. surv., Caltr Ph. surv., Caltr	9/96 9/96 9/96 9/96 10/96	Paul Blackwelder Mike Miles, Chief PPT Mike Miles, Chief PPT Mike Miles, Chief PPT Bill Kraisosky	(909) 787-7141 (909) 383-6320 (909) 383-6320 (909) 383-6320 (909) 782-5327



Table B-1 TRAFFIC FEE SURVEY - INFORMATION ON PHONE SURVEY, MAILING, RESPONSE AND CONTACT PERSONS

State Agency	Regional Agency	Local Agency	Phone Survey	Quest. Sent	Rec'd. Resp.	Other Info	Source of Other Info	Date of Info	Person Contacted in Phone Survey or Questionnaire contact	Phone Number
	San BAG	San Bernardino Co	X	X	No	X	Ph. surv., Caltr	9/96	Mike Miles, Chief PPT	(909) 383-6320
		Apple Valley		No	---	X	Ph. surv., Caltr	9/96	Mike Miles, Chief PPT	(909) 383-6320
		Chino		No	---	X	Ph. surv., Caltr	9/96	Mike Miles, Chief PPT	(909) 383-6320
		Chino Hills		No	---	X	Ph. surv., Caltr	9/96	Mike Miles, Chief PPT	(909) 383-6320
		Colton		No	---	X	Ph. surv., Caltr	9/96	Mike Miles, Chief PPT	(909) 383-6320
		Fontana		No	---	X	Ph. surv., Caltr	9/96	Mike Miles, Chief PPT	(909) 383-6320
		Hesperia		No	---	X	Ph. surv., Caltr	9/96	Mike Miles, Chief PPT	(909) 383-6320
		Montclair		No	---	X	Ph. surv., Caltr	9/96	Mike Miles, Chief PPT	(909) 383-6320
		Ontario		No	---	X	Ph. surv., Caltr	9/96	Mike Miles, Chief PPT	(909) 383-6320
		Rancho Cucamonga		No	---	X	Ph. surv., Caltr	9/96	Mike Miles, Chief PPT	(909) 383-6320
		Redlands		No	---	X	Ph. surv., Caltr	9/96	Mike Miles, Chief PPT	(909) 383-6320
		Rialto		No	---	X	Ph. surv., Caltr	9/96	Mike Miles, Chief PPT	(909) 383-6320
		San Bernardino		No	---	X	Ph. surv., Caltr	9/96	Mike Miles, Chief PPT	(909) 383-6320
		Upland		No	---	X	Ph. surv., Caltr	9/96	Mike Miles, Chief PPT	(909) 383-6320
		Victorville		No	---	X	Ph. surv., Caltr	9/96	Mike Miles, Chief PPT	(909) 383-6320
		Yucaipa		No	---	X	Ph. surv., Caltr	9/96	Mike Miles, Chief PPT	(909) 383-6320
Caltrans District 9	Inyo LTC	Inyo County	X	No	---			8/96	Diane Riesen, Co PW	(619) 878-0201
	Mono LTC	Mono County	X	No	---			9/96	Gwen Plumber	(619) 932-5217
Caltrans District 10	Caltrans Regional Planning		X	No	---			9/96	Jay Norvell, Div. Ch	(209) 948-7975
	Alpine LTC	Alpine County	X	No	---			9/96	Leonard Turnbeaugh	(619) 694-2140
	Amador LTC	Amador County	X	X	X			9/96	Marty Price, Co. Engineer	(209) 223-6429
	Calveras LTC	Calveras County	X	No	---			9/96	Ted Pederson	(209) 754-6402
	Mariposa COG	Mariposa County	X	No	---			9/96	Gwendolyn Foster	(209) 966-5356
	Merced CAG		X					9/96	Marjorie Kern	(209) 723-3153
		Merced County		X	X			11/96	P. Fillebrown	(209) 385-7602
		City of Merced		X	X			10/96	Kim Espinosa	(209) 385-6858
	San Joaquin COG		X	X	X			9/96	Lara Delaney	(209) 468-3913
		San Joaquin County		X	X			11/96	Francis Lou	(209) 468-3086
		Lodi		X	No	X	Ph. surv. COG	9/96	Lara Delaney	(209) 468-3913
		Manteca		X	X			10/96	David Vickers	(209) 825-2308
		Stockton		X	X			10/96	Gregg Meissner	(209) 525-6550
		Tracy		X	No	X	Ph. surv. COG	9/96	Lara Delaney	(209) 468-3913
	Stanislaus COG		X					9/96	Bruce Baracco	(209) 558-7830
		Stanislaus County		X	X			10/96	George Stillman	(209) 525-6550
		Ceres		X	No	X	Ph. surv. COG	9/96	Bruce Baracco	(209) 558-7830
		Modesto		X	No	X	Ph. surv. COG	9/96	Bruce Baracco	(209) 558-7830
		Turlock		X	No	X	Ph. surv. COG	9/96	Bruce Baracco	(209) 558-7830
	Tuolumne COG		X					9/96	Diane Bynum	(209) 533-5601
		Tuolumne County		X	No	X	Ph. Surv. COG	9/96	Diane Bynum	(209) 533-5601

Table B-1 TRAFFIC FEE SURVEY - INFORMATION ON PHONE SURVEY, MAILING, RESPONSE AND CONTACT PERSONS

State Agency	Regional Agency	Local Agency	Phone Survey	Quest. Sent	Rec'd. Resp.	Other Info	Source of Other Info	Date of Info	Person Contacted in Phone Survey or Questionnaire contact	Phone Number
Caltrans District 11	SANDAG		X					9/96	Bill Tuomi, Susan Baldwin	(619) 595-5369
		San Diego County		X	X			11/96	Larry Hurt	(619) 694-2230
		Carlsbad		X	X			12/96	Michael J. Holzmillier	(619) 438-1161
		Chula Vista		X	X			12/96	Frank Rivera	(619) 691-5171
		Coronado		No	---	X	Ph. surv. COG	9/96	Bill Tuomi	(619) 595-5369
		El Cajon		X	X			10/96	Edward Krulikowski	(619) 441-1651
		Encinitas		No	---	X	Ph. surv. COG	9/96	Bill Tuomi	(619) 595-5369
		Escondido		X	No	X	Ph. surv. COG	9/96	Bill Tuomi	(619) 595-5369
		Imperial Beach		No	---	X	Ph. surv. COG	9/96	Bill Tuomi	(619) 595-5369
		Lemon Grove		No	---	X	Ph. surv. COG	9/96	Bill Tuomi	(619) 595-5369
		National City		No	---	X	Ph. surv. COG	9/96	Bill Tuomi	(619) 595-5369
		Oceanside		X	X			10/96	Gary Costa	(619) 966-4761
		Poway		No	---	X	Ph. surv. COG	9/96	Bill Tuomi	(619) 595-5369
		San Diego		X	X			11/96	Sonya Chamber	(619) 533-5958
		San Marcos		No	---	X	Ph. surv. COG	9/96	Bill Tuomi	(619) 595-5369
		Santee		No	---	X	Ph. surv. COG	9/96	Bill Tuomi	(619) 595-5369
		Vista		X	No	X	Ph. surv. COG	9/96	Bill Tuomi	(619) 595-5369
Caltrans District 12	CMA contact, District 12 Orange County Transportation Authority		X					9/96	Judy Heyer	(714) 724-2252
			X					10/96	Cindy Krebs	(714) 560-6282
		Orange County		No	---	X	OCTA compl.	10/96	Cindy Krebs	
		Anaheim		X	X		OCTA response	10/96	John Lower	(714) 254-5183
		Brea		No	---	X	OCTA response	10/96	Cindy Krebs	
		Costa Mesa		X	X			12/96	Peter Naghavi	(714) 754-5182
		Dana Point		No	---	X	OCTA response	10/96	Cindy Krebs	
		Garden Grove		No	---	X	OCTA response	10/96	Cindy Krebs	
		Fullerton		No	---	X	OCTA response	10/96	Cindy Krebs	
		Irvine		X	X			11/96	Richard Sandzimier	(714) 724-7350
		Laguna Niguel		No	---	X	OCTA response	10/96	Cindy Krebs	
		La Habre		No	---	X	OCTA response	10/96	Cindy Krebs	
		Mission Viejo		No	---	X	OCTA response	10/96	Cindy Krebs	
		City of Orange		No	---	X	OCTA response	10/96	Cindy Krebs	
		Placentia		No	---	X	OCTA response	10/96	Cindy Krebs	
		San Clemente		No	---	X	OCTA response	10/96	Cindy Krebs	
		Santa Ana		No	---	X	OCTA response	10/96	Cindy Krebs	
		San Juan Capistrano		No	---	X	OCTA response	10/96	Cindy Krebs	
		Stanton		No	---	X	OCTA response	10/96	Cindy Krebs	
		Tustin		No	---	X	OCTA response	10/96	Cindy Krebs	
		Yorba Linda		No	---	X	OCTA response	10/96	Cindy Krebs	

Note: Listed above for Orange County are jurisdictions that met the study's size criteria (see pgs. 6, 7 of report) All 31 cities in the county assess TIFs accord. to OCTA.

## APPENDIX B

### RESULTS OF TELEPHONE SURVEY AND DETERMINATION OF SURVEY MAILING

#### **Caltrans District 1: Del Norte LTC; Humboldt COG; Lake COG; and Mendocino COG**

None of the jurisdictions in District 1 regularly charge transportation/traffic mitigation fees. Kathryn Mathews of Del Norte Transportation Commission reported the use of CEQA in Del Norte County to charge a developer for improvements at one freeway ramp which Caltrans had started and ran out of money to complete. A mitigation fee ordinance (\$541/SF DU) had also been considered for general roadway improvements needed in that county, but was never adopted.

**Caltrans District 2: Lassen LTC; Modoc LTC; Plumas LTC; Shasta LTC; Siskiyou LTC; Tehama LTC; and Trinity LTC.** Few jurisdictions in this district charge mitigation fees. The ones that do, listed after the appropriate regional agency are:

Lassen LTC - Lassen County and the City of Susanville. No specific TIF or fee schedule has been adopted; CEQA is used on case-by-case basis to fund future road maintenance and pay for new traffic signals, as needed because of new shopping malls for example. The county is fairly rural, with no congestion or air quality problems.

Shasta LTC - Shasta County and the City of Redding. Fees assessed by these two agencies fund only road improvements at this time.

Tehama LTC - Tehama County. In Tehama County, fees are assessed on a case by case basis. The levied fees go into a trust for fair share improvements and are withdrawn for road improvements as needed. However, there is no specificity as to what the funds are to be used for, and no nexus has been documented.

**Caltrans District 3: Butte CAG; Colusa LTC; El Dorado LTC; Glenn LTC; Nevada LTC; Placer LTC; SACOG; and Tahoe RTPA.** Jurisdictions within the Glenn LTC region do not assess transportation mitigation fees. Jurisdictions within the other LTCs/COGs which do assess mitigation fees follow, listed after the appropriate regional agency.

Butte CAG - the City of Chico\*<sup>6</sup>.

Colusa LTC - Colusa County (used for roads only).

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<sup>6</sup> Asterisks indicate the listed jurisdiction was sent a questionnaire (e.g., it fits the population and population growth criteria used to determine the questionnaire distribution: over 25,000 population, with a population change greater than 12% between 1980 and 1992. In the San Diego metropolitan area, a different cutoff was used: jurisdictions with a 50,000 population or greater and a change of 25% between 1980 and 1992. In the LA area, a different criterion was used, see District 7 discussion). Additionally, questionnaires were not sent to jurisdictions meeting the criteria if initial contact established that while a fee is imposed, it is used solely for street and road improvements or traffic signals.



The Tahoe Regional Planning Agency\* (a bi-state RTPA which includes El Dorado County and Placer County in California) imposes 2 types of fees; a rental car fee and a development fee based on the Air Quality Attainment Plan.

El Dorado LTC - El Dorado County\*.

Placer LTC - Placer County\* and the five cities in the county (Auburn, Lincoln, Town of Loomis, Roseville\*, and Rocklin\*). Fees are used for street and road improvements.

Nevada LTC\* - the LTC is developing a regional mitigation fee based on modeling for needed road improvements. Also developing their Comprehensive Plan which includes a TDM/TSM section with alternative modes emphasis. Adoption of a regional fee schedule and the Comp. Plan anticipated by April 1997.

SACOG - Sacramento County\*, and the cities of Sacramento\*, Folsom\* and Galt; Sutter County and Yuba City; Yolo County and the cities of Davis\*, West Sacramento, and Woodland\*; Yuba County and the City of Marysville.

**Caltrans District 4: MTC; San Francisco Bay Area RTPA (Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma counties).**

There are several Fee Authorities in different areas of the region that assess fees. In addition, local jurisdictions assess fees, listed below by county:

Alameda County\*, and six of the fourteen cities in the county (Berkeley, Dublin\*, Fremont\*, Livermore\*, San Leandro and Union City) assess a TIF throughout their jurisdictions; in the case of Livermore, the funds are used for public transportation improvements as well as traffic improvements. A building tax is levied in the cities of Alameda and Hayward to fund road improvements.

Contra Costa County\*, and the cities of Brentwood, Antioch and Pittsburg are participating in a regional fee program, implemented through the East Contra Costa County Regional Fee and Financing Authority, generated by local ordinance and Measure C, the Growth Management Initiative (e.g., regional fee required by the sales tax ordinance). The remaining 15 jurisdictions are working on a regional fee program. In addition, the county and fourteen of the eighteen cities also have their own mitigation fees. Eight of the fourteen that do were sent questionnaires: Antioch\*, Danville\*, Martinez\*, Pittsburg\*, Pleasant Hill\*, Richmond\*, San Ramon\* and Walnut Creek\*.

Marin County\* assesses a traffic fee in specific areas. The City of San Rafael also imposes traffic fees. The City of Novato has no specific traffic impact fee program, but does have an assessment district (Bel Marin Keyes Industrial Park) that collects fees that are used for traffic improvements. The city has experienced little growth since 1980 (10.5%), and the density is fairly low (1,758 persons/sq. mi.). The remaining nine cities are not large enough to trigger the survey's population threshold.

Napa County\*, and two of the five incorporated cities, Napa\* and St. Helena, assess traffic impact fees. Yountville has no established fee program, but assess traffic mitigation fees on a case by case basis.

Santa Clara County does not impose traffic mitigation fees. Five of the fifteen cities within the county have traffic mitigation fee programs: Los Gatos, Palo Alto, Santa Clara City, Saratoga and Gilroy\*. Of these only Gilroy met the population/growth criteria. Gilroy has experienced the highest growth in the county: the population has increased 49.6% since 1980. Cupertino has a public facilities tax which is used to cover traffic mitigation costs.

In San Mateo County, six of the twenty cities have traffic fee programs, either citywide or in specific areas of assessment: Burlingame, Daly City\*, Half Moon Bay, Menlo Park, Pacifica, and San Mateo\*. Fees are assessed in four other cities on a case by case basis with no established fee structure (Millbrae, Redwood City, San Bruno and San Carlos). The county itself does not impose traffic mitigation fees.

The County and City of San Francisco\* impose a transit improvement fee; questionnaires were sent to the jurisdictions even though the growth rate was only 7.4% over the 12 year period, because the *fee is tied directly to transit*.

Solano County\*, and four of the seven cities assess traffic fees: Benicia, Dixon, Vacaville\* and Vallejo\*.

Sonoma County\* assesses a traffic fee in four separate unincorporated areas, and five of the nine cities have citywide traffic fee programs (Cloverdale, Cotati, Healdsburg, Petaluma\* and Rohnert Park\*). The City of Sonoma also imposes fees, on a case by case basis.

**Caltrans District 5: Association of Monterey Bay Area Governments (Monterey TPA; Santa Cruz LTC); San Benito COG; SBCAG; and San Luis Obispo COG.**

AMBAG - Only the County of Monterey\* and one of the 12 cities in the county (Salinas\*) have traffic fee programs.

Santa Cruz LTC - County of Santa Cruz\* and the cities of Capitola, Scotts Valley and Watsonville\*.

San Benito COG - Two of the three jurisdictions in this region, San Benito County and the City of Hollister, have traffic fee programs. San Benito County fees are used strictly for road improvements; the City of Hollister did not the trigger questionnaire mailing threshold.

SBCAG - Santa Barbara County (four areas with different rates) and the Cities of Carpinteria, Solvang, Buellton, Santa Maria, and Lompoc. All are used for road improvements, although the County's ordinance is undergoing revision at this time to include alternative transportation mode improvements.

San Luis Obispo COG - Of the eight jurisdictions in this region, six have traffic fee programs: San Luis Obispo County\*, and the cities of Arroyo Grande, Grover Beach, Paso Robles, Pismo Beach and San Luis Obispo\*.



**Caltrans District 6: Fresno COG; Kern COG: Kings CAG; Madera LTC; and Tulare CAG.**

Fresno COG - Two of the four jurisdictions (the County\* and the City of Fresno\*) have fee programs.

Kern COG - Two of the eleven jurisdictions have fee programs: Kern County\* and the City of Bakersfield\*.

Kings CAG - Two of the three jurisdictions have fee programs: Kings County\* and the City of Hanford\*.

Madera COG - Two of the three jurisdictions have fee programs: Madera County\*, and the City of Madera\*.

Tulare CAG - Two of the five jurisdictions assess traffic fees: Tulare County\* and the City of Visalia\*.

**Caltrans District 7; SCAG (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties. However, Orange, Riverside, San Bernardino and Ventura Counties retained their own Transportation Commissions/Authorities; see District 8 for San Bernardino and Riverside, and Caltrans District 12 for Orange County). Los Angeles, Imperial and Ventura are discussed in this section.**

Imperial County has only two jurisdictions that fit the population criteria; the County and El Centro. Neither assess traffic mitigation fees.

In Los Angeles County, most cities touch others and there is a definite limit to the traffic mitigation individual projects can provide. The LA CMP indicates the following are now transit hubs: Pasadena, Long Beach, Compton. Glendale and Burbank, while not hubs now, may be in the future. Given the size of the survey mailing questionnaires were sent to these cities, the county, and the City of Santa Monica (who proposed a growth management strategy that included traffic fees in 1990).

Ventura County and seven cities (Camarillo, Moorpark, Oxnard, Ojai, San Buenaventura, Santa Paula, Simi Valley) impose traffic impact fees. In addition, mitigation fees are assessed by some jurisdictions based on air quality guidelines published from the Ventura County Air Pollution Control District; the monies collected are used for projects to improve air quality (transit, clean fuel projects, bike routes, etc.)

**Caltrans District 8: Coachella Valley Association of Governments; Riverside County Transportation Commission; San Bernardino Associated Governments; and Western Riverside COG.**

Coachella Valley Association of Governments. Nine of the ten jurisdictions in this region participate in a Transportation Uniform Mitigation Fee (TUMF) program. Inclusion in the TUMF program makes the jurisdiction eligible for an allocation of the 1/2 sales tax. Since participation in the TUMF program does not prevent a city from



requiring additional mitigation fees (e.g., for local impacts of developments), questionnaires were sent to the jurisdictions that fit the survey criteria: Riverside County\*, Cathedral City\*, Indio\*, and Palm Springs\*.

San Bernardino Associated Governments - According to Mike Miller, Caltrans District 8 Chief, Planning and Public Transportation, the jurisdictions in this district that assess mitigation fees are the City and County of Riverside and the Coachella Valley cities.

Western Riverside COG - This is a self-help county; in Western Riverside County, the sales tax returns are programmed for state highways, local streets and roads, discount fares for seniors and the disabled, commuter buses, vanpools and carpools, and commuter rail to LA and Orange Counties. According to Paul Blackwelder (COG), of the fourteen jurisdictions in region, only the city of Riverside\* collects traffic fees from new development.

#### **Caltrans District 9: Inyo LTC and Mono LTC.**

Inyo County charges traffic mitigation fees for needed road improvements associated with a given project, assessed on a case by case basis. There really is very little development activity; most of the county is public land.

Mono County does not charge traffic mitigation fees.

#### **Caltrans District 10: Alpine LTC; Amador LTC; Calaveras LTC; Mariposa LTC; Merced CAG; San Joaquin COG; Stanislaus COG; and Tuolumne COG.**

Alpine LTC - the County of Alpine uses CEQA and the permit process to exact fees on a case by case basis; tied to specific needed road improvements.

Amador LTC\* - Amador County, and each city in the county (Amador City, Lone, Jackson, Sutter Creek, and Plymouth) exact fees, based on modeling. All of the cities are under 10,000 population, and the fees are used only for road improvements.

Calaveras LTC - Calaveras County has one small incorporated city and several small communities, with mostly absentee owners. The County has a General Road Improvement Fee (GRIF) Schedule, based on a Board approved list of road improvements responding to existing substandard road conditions (as opposed to projected needs based on development). As such, it is not considered by the County as a traffic mitigation fee. The formula was put together based on dwelling units and square foot equivalent use, which was changed to a \$/lot contribution based on the total cost of the needed road improvements. The entire county has a population of around 35,000; there is no transit per say; just a senior's shuttle, and in the winter, a ski bus shuttle.

Mariposa LTC has adopted a model from which a fee schedule may be adopted by the jurisdictions; but this has not happened to date. The region has a small population.

Merced CAG - Merced County has a fee program; and the city of Merced is working on one.

San Joaquin COG has adopted a regional fee program, used together with Measure

K; each jurisdiction has own fee schedule, with an apportionment assigned to the regional fee. The jurisdictions include San Joaquin County\*, and the cities of Escalon, Lathrop, Manteca\*, Ripon, Stockton\* and Tracy\*.

Stanislaus COG region: Of the eight jurisdictions, 5 do not charge a fee, while the county\*, and the cities of Modesto\*, Ceres\*, and Turlock\* do.

Tuolumne COG region: the City of Sonora and the County of Tuolumne\* charge mitigation fees.

**Caltrans District 11: SANDAG (San Diego County and 18 cities)**

SANDAG developed a regional impact mitigation fee which was not adopted for political reasons. All nineteen local jurisdictions assess mitigation fees. Because of the more metropolitan nature of this region, a different population and growth cut-off was used to determine mailout of the questionnaire. Only those jurisdictions with over 50,000 population and having a growth of over 25% between 1980 and 1992 were sent questionnaires: San Diego County\* and the cities of Carlsbad\*, Chula Vista\*, El Cajon\*, Escondido\*, Oceanside\*, San Diego City\*, and Vista\* fit the criteria.

**Caltrans District 12: Orange County Transportation Authority.** Every jurisdiction (31 cities, and the county) has adopted a traffic fee program, as mandated by Measure M, in order to be eligible for the local jurisdiction's portion of the Measure M sales tax dollars. The sales tax is used for freeway and transit way improvements, regional and local street and road improvements, commuter rail, stabilizing bus fares for senior citizens and persons with disabilities (but not transit operating costs). The traffic mitigation fees are imposed under CEQA for developers to pay a fair share of the cost of infrastructure required by new development. In addition, cities in south Orange County have an additional fee imposed for the development of new toll roads.

## **APPENDIX C**

### **SURVEY TRANSMITTAL LETTER AND QUESTIONNAIRE**





Santa Barbara County  
**ASSOCIATION OF  
GOVERNMENTS**

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October 10, 1996

Dear Public Works/Transportation Director:

Faced with growing congestion, reduced public funds, and increased public interest in promoting alternative transportation modes (bicycling, transit, walking, etc.), governmental agencies in our county are interested in exploring the use of AB1600 Traffic Impact Fees to fund transportation alternatives. At the same time, there has been increasing concern about the imposition of such fees and the linkage between the assessed fee and the identified impact. In fact, rulings by the U.S. Supreme Court make it clear that a government agency's authority to impose exactions is subject to nexus and proportionality documentation. In the Nollan decision, the Court specifies an "essential nexus" must be clearly demonstrated between an imposed mitigation measure and the impact it is intended to address. In the Dolan case, the Court added that there must be a "rough proportionality" between the identified impact and the mitigation. Therefore, the Santa Barbara County Association of Governments (SBCAG) is undertaking a selective survey to determine how jurisdictions throughout California are assessing impact fees to mitigate traffic impacts, whether these fees include a specified apportionment to fund alternative transportation modes, and how the nexus and proportionality issues are documented.

Please take a few minutes to answer the questions on the attached survey. If you have any questions, call either Ann Lawler of my staff or myself, at (805) 568-2546. Please send or fax your response to:

Attn: Ann Lawler  
Santa Barbara Association of Governments      **FAX: (805) 568-2947**  
222 East Anapamu Street, Suite 11  
Santa Barbara, California 93101

If you are interested in the survey results, please indicate at the end of the questionnaire, and a report will be sent to you. Thank you for your cooperation.

Sincerely,



Michael G. Powers  
Deputy Director





Agency: \_\_\_\_\_  
Address: \_\_\_\_\_  
Contact Person: \_\_\_\_\_  
Phone #: \_\_\_\_\_ FAX #: \_\_\_\_\_

\*\*\*\*\*

Do you have a transportation or traffic mitigation fee program (e.g., is new development required to pay mitigation fees for needed transportation improvements)?

\_\_\_\_\_ Yes \_\_\_\_\_ No

*If No, stop here and return questionnaire. If Yes, please answer the following:*

1. What is the basis of your transportation or traffic fee assessment (check one):

- \_\_\_\_\_ a. Development's potential P.M. peak hour trips (e.g., dollar value per generated trip).  
\_\_\_\_\_ b. Development's anticipated average daily trips (ADT).  
\_\_\_\_\_ c. Size of the development (e.g., dollar value per number of housing units or square footage of development).  
\_\_\_\_\_ d. Other (explain): \_\_\_\_\_

2. How was the fee determined?

- \_\_\_\_\_ a. Facility-based<sup>1</sup>.  
\_\_\_\_\_ b. Other (explain): \_\_\_\_\_

3. Are the fees collected from the new development projects used for:

- \_\_\_\_\_ a. Road improvements only.  
\_\_\_\_\_ b. Road improvements and alternative transportation mode improvements.

*If b was checked; please answer the following:*

- \_\_\_\_\_ % 1). What percentage of the fee is specifically apportioned to alternative transportation improvements?  
2). How was the percentage derived (*check one*):

- \_\_\_\_\_ (a). Existing travel mode use (e.g., percent of overall travel by single occupant vehicle, public transportation, carpool, bicycle, walking).

*If (a) was checked, identify the data source for this percentage:*

\_\_\_\_\_ Census data

\_\_\_\_\_ Survey

\_\_\_\_\_ Other (specify): \_\_\_\_\_

<sup>1</sup> That is, developed based on the total dollar amount needed to construct necessary roadway improvements/facilities to meet established level of service standards, given the growth anticipated in the Comprehensive General Plan at buildout. Trips generated by anticipated development during the planning period are estimated to establish a cost per trip (or cost per square-foot, housing unit, etc.), to be assessed against new development.

(OVER)

\_\_\_\_\_ (b). Policy that allocates a portion of the fee for planned improvements to ensure a \_\_\_\_\_ % mode shift (fill in percentage; e.g., 20%, 15%, 10% increase in use of alternative transportation modes). *If (b) was checked, state basis of % mode shift (i.e.; Air Quality Plan, modeling, etc.)* \_\_\_\_\_

\_\_\_\_\_ (c). Other (explain): \_\_\_\_\_

3). How is the total alternative transportation portion apportioned among the modes? *Please indicate percentage in each mode category, and check what the fees are used for within each category.*

- \_\_\_\_\_ % (a). Bicycle Facilities  
\_\_\_\_\_ New Class I facilities  
\_\_\_\_\_ New Class II/III facilities  
\_\_\_\_\_ Upgrade of existing facilities  
\_\_\_\_\_ Roadway over/undercrossings  
\_\_\_\_\_ Support facilities (lockers/bike racks)  
\_\_\_\_\_ Signage  
\_\_\_\_\_ Other (specify): \_\_\_\_\_
- \_\_\_\_\_ % (b). Transit  
\_\_\_\_\_ Capital improvements (new buses, bus benches, shelters, bus pads)  
\_\_\_\_\_ Operating costs  
\_\_\_\_\_ New bus pullouts  
\_\_\_\_\_ Bike racks for buses  
\_\_\_\_\_ Other (specify): \_\_\_\_\_
- \_\_\_\_\_ % (c). Pedestrian Facilities  
\_\_\_\_\_ New pedestrian roadway over/undercrossings  
\_\_\_\_\_ Pedestrian amenities  
\_\_\_\_\_ Other (specify): \_\_\_\_\_
- \_\_\_\_\_ % (d). Rideshare/Carpool Programs
- \_\_\_\_\_ % (e). Park-and-Ride Lots
- \_\_\_\_\_ % (f). Rail
- \_\_\_\_\_ % (g). Other (specify): \_\_\_\_\_

Additional comments: \_\_\_\_\_

\_\_\_\_\_ Check here if you wish to receive a copy of the survey results when completed.

\*\*\*\*\*

*We would appreciate receiving a copy of any traffic fee study or documentation used in establishing the fee structure if funding for alternative transportation improvements is apportioned from the fees. Thank you for the time you spent responding to this questionnaire.*

*Please send or fax your response to:*

**Santa Barbara Association of Governments  
222 East Anapamu Street, Suite 11  
Santa Barbara, California 93101  
FAX: (805) 568-2947**

**If you have any questions contact Ann Lawler or Michael G. Powers at (805) 568-2546.**

## **APPENDIX D**

### **SURVEY RESULTS - TIF IMPLEMENTATION**





**Table 1.A**  
**TIF IMPLEMENTATION BY CALTRANS DISTRICT:**  
**CITIES IN COUNTIES UNDER 200,000 POPULATION**

TRAFFIC FEE SURVEY DATA: SUMMARY BY CALTRANS DISTRICT FOR COUNTIES UNDER 200,000 POPULATION

CALTRANS DISTRICT SUMMARY BY POPULATION CATEGORY	Total Number of Counties	Total Number of Cities	# Cities Under 10,000 Pop.	# Over 10,000 Under 25,000	# of Cities Between 25,000 and 40,000				# of Cities Between 40,000 and 60,000				# of Cities Over 60,000 population			
					<12 % growth	>12 % <20%	>20 % <30 %	>30 % growth	>12 % growth	>12 % <20 %	>20 % < 30 %	>30 % growth	>12 % growth	>12 % <20	>20 % < 30 %	>30 % growth
CALTRANS DISTRICT 1																
A. Counties < 50,000 population																
1. # Counties in population category	1															
2. # Cities in the counties		1	1													
3. # Surveyed cities *		1	1													
4. # Surveyed cities that haveTIFs		0	0													
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		0%	0%													
6. % w/TIFs of surveyed cities (A.4/A.3)		0%	0%													
7. # Counties w/TIFs in District	0															
8. % Counties w/TIFs of counties in Dist. (A.7/A.1)	0%															
B. Counties > 50,000 and < 75,000 population																
1. # Counties in population category	2															
2. # Cities in the counties		6	4	2												
3. # Surveyed cities *		6	4	2												
4. # Surveyed cities that haveTIFs		0	0	0												
5. % w/TIFs of total cities (e.g., quotient of B.4/B.2)		0%	0%	0%												
6. % w/TIFs of surveyed cities (B.4/B.3)		0%	0%	0%												
7. # Counties w/TIFs in District	0															
8. % Counties w/TIFs of counties in Dist. (B.7/B.1)	0%															
C. Counties > 75,000 and < 100,000 population																
1. # Counties in population category	1															
2. # Cities in the counties		7	5	1	0	1										
3. # Surveyed cities *		7	5	1	0	1										
4. # Surveyed cities that haveTIFs		0	0	0	0	0										
5. % w/TIFs of total cities (e.g., quotient of C.4/C.2)		0%	0%	0%	0%	0%										
6. % w/TIFs of surveyed cities (C.4/C.3)		0%	0%	0%	0%	0%										
7. # Counties w/TIFs in District	0															
8. % Counties w/TIFs of counties in Dist. (C.7/C.1)	0%															
D. Counties > 100,000 and < 150,000 population																
1. # Counties in population category	0															
2. # Cities in the counties																
3. # Surveyed cities *																
4. # Surveyed cities that haveTIFs																
5. % w/TIFs of total cities (e.g., quotient of D.4/D.2)																
6. % w/TIFs of surveyed cities (D.4/D.3)																
7. # Counties w/TIFs in District	0															
8. % Counties w/TIFs of counties in Dist. (D.7/D.1)	0%															
E. Counties > 150,000 and < 200,000 population																
1. # Counties in population category	0															
2. # Cities in the counties																
3. # Surveyed cities *																
4. # Surveyed cities that haveTIFs																
5. % w/TIFs of total cities (e.g., quotient of E.4/E.2)																
6. % w/TIFs of surveyed cities (E.4/E.3)																
7. # Counties w/TIFs in District	0															
8. % Counties w/TIFs of counties in Dist. (E.7/E.1)	0%															

\* Information for cities in Caltrans District 1 supplied through phone survey, not questionnaire.



TRAFFIC FEE SURVEY DATA: SUMMARY BY CALTRANS DISTRICT FOR COUNTIES UNDER 200,000 POPULATION

CALTRANS DISTRICT SUMMARY BY POPULATION CATEGORY	Total Number of Counties	Total Number of Cities	# Cities Under 10,000 Pop.	# Over 10,000 Under 25,000	# of Cities Between 25,000 and 40,000				# of Cities Between 40,000 and 60,000				# of Cities Over 60,000 population			
					<12 % growth	>12 % <20%	>20 % <30 %	>30 % growth	>12 % growth	>12 % <20 %	>20 % < 30 %	>30 % growth	>12 % growth	>12 % <20	>20 % < 30 %	>30 % growth
CALTRANS DISTRICT 2																
A. Counties < 50,000 population																
1. # Counties in population category	5															
2. # Cities in the counties		13	13													
3. # Surveyed cities *		13	13													
4. # Surveyed cities that haveTIFs		0	0													
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		0%	0%													
6. % w/TIFs of surveyed cities (A.4/A.3)		0%	0%													
7. # Counties w/TIFs in District	0															
8. % Counties w/TIFs of counties in Dist. (A.7/A.1)	0%															
B. Counties > 50,000 and < 75,000 population																
1. # Counties in population category	1															
2. # Cities in the counties		3	2	1												
3. # Surveyed cities *		3	2	1												
4. # Surveyed cities that haveTIFs		0	0	0												
5. % w/TIFs of total cities (e.g., quotient of B.4/B.2)		0%	0%													
6. % w/TIFs of surveyed cities (B.4/B.3)		0%	0%													
7. # Counties w/TIFs in District	0															
8. % Counties w/TIFs of counties in Dist. (B.7/B.1)	0%															
C. Counties > 75,000 and < 100,000 population																
1. # Counties in population category	0															
2. # Cities in the counties		0	0	0												
3. # Surveyed cities *		0	0	0												
4. # Surveyed cities that haveTIFs		0	0	0												
5. % w/TIFs of total cities (e.g., quotient of C.4/C.2)		0%	0%	0%												
6. % w/TIFs of surveyed cities (C.4/C.3)		0%	0%	0%												
7. # Counties w/TIFs in District	0															
8. % Counties w/TIFs of counties in Dist. (C.7/C.1)	0%															
D. Counties > 100,000 and < 150,000 population																
1. # Counties in population category	0															
2. # Cities in the counties		0	0	0												
3. # Surveyed cities *		0	0	0												
4. # Surveyed cities that haveTIFs		0	0	0												
5. % w/TIFs of total cities (e.g., quotient of D.4/D.2)		0%	0%	0%												
6. % w/TIFs of surveyed cities (D.4/D.3)		0%	0%	0%												
7. # Counties w/TIFs in District	0															
8. % Counties w/TIFs of counties in Dist. (D.7/D.1)	0%															
E. Counties > 150,000 and < 200,000 population																
1. # Counties in population category	1															
2. # Cities in the counties		2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3. # Surveyed cities *		2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4. # Surveyed cities that haveTIFs		1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5. % w/TIFs of total cities (e.g., quotient of E.4/E.2)		50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%
6. % w/TIFs of surveyed cities (E.4/E.3)		50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%
7. # Counties w/TIFs in District	1															
8. % Counties w/TIFs of counties in Dist. (E.7/E.1)	100%															

\* Information for cities in Caltrans District 2 supplied through phone survey, not questionnaire.

TRAFFIC FEE SURVEY DATA: SUMMARY BY CALTRANS DISTRICT FOR COUNTIES UNDER 200,000 POPULATION

CALTRANS DISTRICT SUMMARY BY POPULATION CATEGORY	Total Number of Counties	Total Number of Cities	# Cities Under 10,000 Pop.	# Over 10,000 Under 25,000	# of Cities Between 25,000 and 40,000				# of Cities Between 40,000 and 60,000				# of Cities Over 60,000 population			
					<12 % growth	>12 % <20 %	>20 % <30 %	>30 % growth	>12 % growth	>12 % <20 %	>20 % <30 %	>30 % growth	>12 % growth	>12 % <20 %	>20 % <30 %	>30 % growth
CALTRANS DISTRICT 3																
A. Counties < 50,000 population																
1. # Counties in population category	3															
2. # Cities in the counties		5	5													
3. # Surveyed cities		0	0													
4. # Surveyed cities that haveTIFs		0	0													
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		0%	0%													
6. % w/TIFs of surveyed cities (A.4/A.3)		0%	0%													
7. # Counties w/TIFs in District	1															
8. % Counties w/TIFs of counties in Dist. (A.7/A.1)	33%															
B. Counties > 50,000 and < 75,000 population																
1. # Counties in population category	2															
2. # Cities in the counties		4	2	1	0	0	0	1								
3. # Surveyed cities		1	0	0	0	0	0	1								
4. # Surveyed cities that haveTIFs		1	0	0	0	0	0	1								
5. % w/TIFs of total cities (e.g., quotient of B.4/B.2)		25%	0%	0%	0%	0%	0%	25%								
6. % w/TIFs of surveyed cities (B.4/B.3)		100%	0%	0%	0%	0%	0%	100%								
7. # Counties w/TIFs in District	1															
8. % Counties w/TIFs of counties in Dist. (B.7/B.1)	50%															
C. Counties > 75,000 and < 100,000 population																
1. # Counties in population category	1															
2. # Cities in the counties		3	3	0												
3. # Surveyed cities		0	0	0												
4. # Surveyed cities that haveTIFs		0	0	0												
5. % w/TIFs of total cities (e.g., quotient of C.4/C.2)		0%	0%	0%												
6. % w/TIFs of surveyed cities (C.4/C.3)		0%	0%	0%												
7. # Counties w/TIFs in District	1															
8. % Counties w/TIFs of counties in Dist. (C.7/C.1)	100%															
D. Counties > 100,000 and < 150,000 population																
1. # Counties in population category	2															
2. # Cities in the counties		6	2	1	0	1	0	0	0	0	1	1				
3. # Surveyed cities		3	0	0	0	1	0	0	0	0	1	1				
4. # Surveyed cities that haveTIFs		3	0	0	0	1	0	0	0	0	1	1				
5. % w/TIFs of total cities (e.g., quotient of D.4/D.2)		50%	0%	0%	0%	17%	0%	0%	0%	0%	17%	17%				
6. % w/TIFs of surveyed cities (D.4/D.3)		100%	0%	0%	0%	100%	0%	0%	0%	0%	100%	100%				
7. # Counties w/TIFs in District	1															
8. % Counties w/TIFs of counties in Dist. (D.7/D.1)	50%															
E. Counties > 150,000 and < 200,000 population																
1. # Counties in population category	2															
2. # Cities in the counties		11	5	2	0	2	0	0	0	0	0	2				
3. # Surveyed cities		4	0	0	0	2	0	0	0	0	0	2				
4. # Surveyed cities that haveTIFs		3	0	0	0	1	0	0	0	0	0	2				
5. % w/TIFs of total cities (e.g., quotient of E.4/E.2)		27%	0%	0%	0%	9%	0%	0%	0%	0%	0%	18%				
6. % w/TIFs of surveyed cities (E.4/E.3)		75%	0%	0%	0%	50%	0%	0%	0%	0%	0%	100%				
7. # Counties w/TIFs in District	1															
8. % Counties w/TIFs of counties in Dist. (E.7/E.1)	50%															

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CALTRANS DISTRICT SUMMARY BY POPULATION CATEGORY	Total Number of Counties	Total Number of Cities	# Cities Under 10,000 Pop.	# Over 10,000 Under 25,000	# of Cities Between 25,000 and 40,000				# of Cities Between 40,000 and 60,000				# of Cities Over 60,000 population			
					<12 % growth	>12 % <20 %	>20 % <30 %	>30 % growth	>12 % growth	>12 % <20 %	>20 % <30 %	>30 % growth	>12 % growth	>12 % <20 %	>20 % <30 %	>30 % growth
CALTRANS DISTRICT 4																
A. Counties < 50,000 population																
1. # Counties in population category	0															
2. # Cities in the counties																
3. # Surveyed cities																
4. # Surveyed cities that haveTIFs																
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)																
6. % w/TIFs of surveyed cities (A.4/A.3)																
7. # Counties w/TIFs in District	0															
8. % Counties w/TIFs of counties in Dist. (A.7/A.1)	0%															
B. Counties > 50,000 and < 75,000 population																
1. # Counties in population category	0															
2. # Cities in the counties																
3. # Surveyed cities																
4. # Surveyed cities that haveTIFs																
5. % w/TIFs of total cities (e.g., quotient of B.4/B.2)																
6. % w/TIFs of surveyed cities (B.4/B.3)																
7. # Counties w/TIFs in District	0															
8. % Counties w/TIFs of counties in Dist. (B.7/B.1)	0%															
C. Counties > 75,000 and < 100,000 population	0															
1. # Counties in population category																
2. # Cities in the counties																
3. # Surveyed cities																
4. # Surveyed cities that haveTIFs																
5. % w/TIFs of total cities (e.g., quotient of C.4/C.2)																
6. % w/TIFs of surveyed cities (C.4/C.3)																
7. # Counties w/TIFs in District	0															
8. % Counties w/TIFs of counties in Dist. (C.7/C.1)	0%															
D. Counties > 100,000 and < 150,000 population																
1. # Counties in population category	0															
2. # Cities in the counties																
3. # Surveyed cities																
4. # Surveyed cities that haveTIFs																
5. % w/TIFs of total cities (e.g., quotient of D.4/D.2)																
6. % w/TIFs of surveyed cities (D.4/D.3)																
7. # Counties w/TIFs in District	0															
8. % Counties w/TIFs of counties in Dist. (D.7/D.1)	0%															
E. Counties > 150,000 and < 200,000 population																
1. # Counties in population category	1															
2. # Cities in the counties		5	4	0	0	0	0	0	0	0	0	0	0	0	1	0
3. # Surveyed cities		1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4. # Surveyed cities that haveTIFs		1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
5. % w/TIFs of total cities (e.g., quotient of E.4/E.2)		20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%
6. % w/TIFs of surveyed cities (E.4/E.3)		100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%
7. # Counties w/TIFs in District	1															
8. % Counties w/TIFs of counties in Dist. (E.7/E.1)	100%															



TRAFFIC FEE SURVEY DATA: SUMMARY BY CALTRANS DISTRICT FOR COUNTIES UNDER 200,000 POPULATION

CALTRANS DISTRICT SUMMARY BY POPULATION CATEGORY	Total Number of Counties	Total Number of Cities	# Cities Under 10,000 Pop.	# Over 10,000 Under 25,000	# of Cities Between 25,000 and 40,000				# of Cities Between 40,000 and 60,000				# of Cities Over 60,000 population			
					<12 % growth	>12 % <20 %	>20 % <30 %	>30 % growth	>12 % growth	>12 % <20 %	>20 % <30 %	>30 % growth	>12 % growth	>12 % <20 %	>20 % <30 %	>30 % growth
CALTRANS DISTRICT 5																
A. Counties < 50,000 population																
1. # Counties in population category	1															
2. # Cities in the counties		2	1	1												
3. # Surveyed cities		0	0	0												
4. # Surveyed cities that haveTIFs		0	0	0												
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		0%	0%	0%												
6. % w/TIFs of surveyed cities (A.4/A.3)		0%	0%	0%												
7. # Counties w/TIFs in District	1															
8. % Counties w/TIFs of counties in Dist. (A.7/A.1)	100%															
B. Counties > 50,000 and < 75,000 population																
1. # Counties in population category	0															
2. # Cities in the counties		0	0	0												
3. # Surveyed cities		0	0	0												
4. # Surveyed cities that haveTIFs		0	0	0												
5. % w/TIFs of total cities (e.g., quotient of B.4/B.2)		0%	0%	0%												
6. % w/TIFs of surveyed cities (B.4/B.3)		0%	0%	0%												
7. # Counties w/TIFs in District	0															
8. % Counties w/TIFs of counties in Dist. (B.7/B.1)	0%															
C. Counties > 75,000 and < 100,000 population																
1. # Counties in population category	0															
2. # Cities in the counties		0	0	0												
3. # Surveyed cities		0	0	0												
4. # Surveyed cities that haveTIFs		0	0	0												
5. % w/TIFs of total cities (e.g., quotient of C.4/C.2)		0%	0%	0%												
6. % w/TIFs of surveyed cities (C.4/C.3)		0%	0%	0%												
7. # Counties w/TIFs in District	0															
8. % Counties w/TIFs of counties in Dist. (C.7/C.1)	0%															
D. Counties > 100,000 and < 150,000 population																
1. # Counties in population category	0															
2. # Cities in the counties		0	0	0												
3. # Surveyed cities		0	0	0												
4. # Surveyed cities that haveTIFs		0	0	0												
5. % w/TIFs of total cities (e.g., quotient of D.4/D.2)		0%	0%	0%												
6. % w/TIFs of surveyed cities (D.4/D.3)		0%	0%	0%												
7. # Counties w/TIFs in District	0															
8. % Counties w/TIFs of counties in Dist. (D.7/D.1)	0%															
E. Counties > 150,000 and < 200,000 population																
1. # Counties in population category	0															
2. # Cities in the counties		0	0	0												
3. # Surveyed cities		0	0	0												
4. # Surveyed cities that haveTIFs		0	0	0												
5. % w/TIFs of total cities (e.g., quotient of E.4/E.2)		0%	0%	0%												
6. % w/TIFs of surveyed cities (E.4/E.3)		0%	0%	0%												
7. # Counties w/TIFs in District	0															
8. % Counties w/TIFs of counties in Dist. (E.7/E.1)	0%															

## D-7

[illegible]

TRAFFIC FEE SURVEY DATA: SUMMARY BY CALTRANS DISTRICT FOR COUNTIES UNDER 200,000 POPULATION

CALTRANS DISTRICT SUMMARY BY POPULATION CATEGORY	Total Number of Counties	Total Number of Cities	# Cities Under 10,000 Pop.	# Over 10,000 Under 25,000	# of Cities Between 25,000 and 40,000				# of Cities Between 40,000 and 60,000				# of Cities Over 60,000 population			
					<12 % growth	>12 % <20%	>20 % <30 %	>30 % growth	>12 % growth	>12 % <20 %	>20 % <30 %	>30 % growth	>12 % growth	>12 % <20	>20 % <30 %	>30 % growth
CALTRANS DISTRICT 7																
A. Counties < 50,000 population																
1. # Counties in population category	0															
2. # Cities in the counties																
3. # Surveyed cities																
4. # Surveyed cities that haveTIFs																
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)																
6. % w/TIFs of surveyed cities (A.4/A.3)																
7. # Counties w/TIFs in District	0															
8. % Counties w/TIFs of counties in Dist. (A.7/A.1)	0%															
B. Counties > 50,000 and < 75,000 population																
1. # Counties in population category	0															
2. # Cities in the counties																
3. # Surveyed cities																
4. # Surveyed cities that haveTIFs																
5. % w/TIFs of total cities (e.g., quotient of B.4/B.2)																
6. % w/TIFs of surveyed cities (B.4/B.3)																
7. # Counties w/TIFs in District	0															
8. % Counties w/TIFs of counties in Dist. (B.7/B.1)	0%															
C. Counties > 75,000 and < 100,000 population																
1. # Counties in population category	0															
2. # Cities in the counties																
3. # Surveyed cities																
4. # Surveyed cities that haveTIFs																
5. % w/TIFs of total cities (e.g., quotient of C.4/C.2)																
6. % w/TIFs of surveyed cities (C.4/C.3)																
7. # Counties w/TIFs in District	0															
8. % Counties w/TIFs of counties in Dist. (C.7/C.1)	0%															
D. Counties > 100,000 and < 150,000 population																
1. # Counties in population category	1															
2. # Cities in the counties		7	4	2	0	0	0	1								
3. # Surveyed cities		1	0	0	0	0	0	1								
4. # Surveyed cities that haveTIFs		0	0	0	0	0	0	0								
5. % w/TIFs of total cities (e.g., quotient of D.4/D.2)		0%	0%	0%	0%	0%	0%	0%								
6. % w/TIFs of surveyed cities (D.4/D.3)		0%	0%	0%	0%	0%	0%	0%								
7. # Counties w/TIFs in District	0															
8. % Counties w/TIFs of counties in Dist. (D.7/D.1)	0%															
E. Counties > 150,000 and < 200,000 population																
1. # Counties in population category	0															
2. # Cities in the counties																
3. # Surveyed cities																
4. # Surveyed cities that haveTIFs																
5. % w/TIFs of total cities (e.g., quotient of E.4/E.2)																
6. % w/TIFs of surveyed cities (E.4/E.3)																
7. # Counties w/TIFs in District	0															
8. % Counties w/TIFs of counties in Dist. (E.7/E.1)	0%															



## TRAFFIC FEE SURVEY DATA: SUMMARY BY CALTRANS DISTRICT FOR COUNTIES UNDER 200,000 POPULATION

CALTRANS DISTRICT SUMMARY BY POPULATION CATEGORY	Total Number of Counties	Total Number of Cities	# Cities Under 10,000 Pop.	# Over 10,000 Under 25,000	# of Cities Between 25,000 and 40,000				# of Cities Between 40,000 and 60,000				# of Cities Over 60,000 population			
					<12 % growth	>12 % <20%	>20 % <30 %	>30 % growth	>12 % growth	>12 % <20 %	>20 % < 30 %	>30 % growth	>12 % growth	>12 % <20	>20 % < 30 %	>30 % growth
<b>CALTRANS DISTRICT 9</b>																
<b>A. Counties &lt; 50,000 population</b>																
1. # Counties in population category	2															
2. # Cities in the counties		2	2	0												
3. # Surveyed cities		2	2	0												
4. # Surveyed cities that haveTIFs		0	0	0												
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		0%	0%	0%												
6. % w/TIFs of surveyed cities (A.4/A.3)		0%	0%	0%												
7. # Counties w/TIFs in District	0															
8. % Counties w/TIFs of counties in Dist. (A.7/A.1)	0%															
<b>B. Counties &gt; 50,000 and &lt; 75,000 population</b>																
1. # Counties in population category	0															
2. # Cities in the counties																
3. # Surveyed cities																
4. # Surveyed cities that haveTIFs																
5. % w/TIFs of total cities (e.g., quotient of B.4/B.2)																
6. % w/TIFs of surveyed cities (B.4/B.3)																
7. # Counties w/TIFs in District	0															
8. % Counties w/TIFs of counties in Dist. (B.7/B.1)	0%															
<b>C. Counties &gt; 75,000 and &lt; 100,000 population</b>																
1. # Counties in population category	0															
2. # Cities in the counties																
3. # Surveyed cities																
4. # Surveyed cities that haveTIFs																
5. % w/TIFs of total cities (e.g., quotient of C.4/C.2)																
6. % w/TIFs of surveyed cities (C.4/C.3)																
7. # Counties w/TIFs in District	0															
8. % Counties w/TIFs of counties in Dist. (C.7/C.1)	0%															
<b>D. Counties &gt; 100,000 and &lt; 150,000 population</b>																
1. # Counties in population category	0															
2. # Cities in the counties																
3. # Surveyed cities																
4. # Surveyed cities that haveTIFs																
5. % w/TIFs of total cities (e.g., quotient of D.4/D.2)																
6. % w/TIFs of surveyed cities (D.4/D.3)																
7. # Counties w/TIFs in District	0															
8. % Counties w/TIFs of counties in Dist. (D.7/D.1)	0%															
<b>E. Counties &gt; 150,000 and &lt; 200,000 population</b>																
1. # Counties in population category	0															
2. # Cities in the counties																
3. # Surveyed cities *																
4. # Surveyed cities that haveTIFs																
5. % w/TIFs of total cities (e.g., quotient of E.4/E.2)																
6. % w/TIFs of surveyed cities (E.4/E.3)																
7. # Counties w/TIFs in District	0															
8. % Counties w/TIFs of counties in Dist. (E.7/E.1)	0%															

\* Information on cities in Caltrans District 9 supplied through phone survey, not questionnaire.

TRAFFIC FEE SURVEY DATA: SUMMARY BY CALTRANS DISTRICT FOR COUNTIES UNDER 200,000 POPULATION

CALTRANS DISTRICT SUMMARY BY POPULATION CATEGORY	Total Number of Counties	Total Number of Cities	# Cities Under 10,000 Pop.	# Over 10,000 Under 25,000	# of Cities Between 25,000 and 40,000				# of Cities Between 40,000 and 60,000				# of Cities Over 60,000 population			
					<12 % growth	>12 % <20%	>20 % <30 %	>30 % growth	>12 % growth	>12 % <20 %	>20 % <30 %	>30 % growth	>12 % growth	>12 % <20	>20 % <30 %	>30 % growth
CALTRANS DISTRICT 10																
A. Counties < 50,000 population																
1. # Counties in population category	4															
2. # Cities in the counties		6	6													
3. # Surveyed cities		0	0													
4. # Surveyed cities that haveTIFs		0	0													
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		0%	0%													
6. % w/TIFs of surveyed cities (A.4/A.3)		0%	0%													
7. # Counties w/TIFs in District	2															
8. % Counties w/TIFs of counties in Dist. (A.7/A.1)	50%															
B. Counties > 50,000 and < 75,000 population																
1. # Counties in population category	1															
2. # Cities in the counties		1	1													
3. # Surveyed cities		0	0													
4. # Surveyed cities that haveTIFs		0	0													
5. % w/TIFs of total cities (e.g., quotient of B.4/B.2)		0%	0%													
6. % w/TIFs of surveyed cities (B.4/B.3)		0%	0%													
7. # Counties w/TIFs in District	1															
8. % Counties w/TIFs of counties in Dist. (B.7/B.1)	100%															
C. Counties > 75,000 and < 100,000 population																
1. # Counties in population category	0															
2. # Cities in the counties																
3. # Surveyed cities																
4. # Surveyed cities that haveTIFs																
5. % w/TIFs of total cities (e.g., quotient of C.4/C.2)																
6. % w/TIFs of surveyed cities (C.4/C.3)																
7. # Counties w/TIFs in District	0															
8. % Counties w/TIFs of counties in Dist. (C.7/C.1)	0%															
D. Counties > 100,000 and < 150,000 population																
1. # Counties in population category	0															
2. # Cities in the counties																
3. # Surveyed cities																
4. # Surveyed cities that haveTIFs																
5. % w/TIFs of total cities (e.g., quotient of D.4/D.2)																
6. % w/TIFs of surveyed cities (D.4/D.3)																
7. # Counties w/TIFs in District	0															
8. % Counties w/TIFs of counties in Dist. (D.7/D.1)	0%															
E. Counties > 150,000 and < 200,000 population																
1. # Counties in population category	1															
2. # Cities in the counties		6	4	1	0	0	0	1								
3. # Surveyed cities		1	0	0	0	0	0	1								
4. # Surveyed cities that haveTIFs		0	0	0	0	0	0	0								
5. % w/TIFs of total cities (e.g., quotient of E.4/E.2)		0%	0%	0%	0%	0%	0%	0%								
6. % w/TIFs of surveyed cities (E.4/E.3)		0%	0%	0%	0%	0%	0%	0%								
7. # Counties w/TIFs in District	1															
8. % Counties w/TIFs of counties in Dist. (E.7/E.1)	100%															

**Table 1.B**  
**TIF IMPLEMENTATION BY CALTRANS DISTRICT**  
**CITIES IN COUNTIES OVER 200,000 POPULATION**



TRAFFIC FEE SURVEY DATA ANALYSIS: SUMMARY BY CALTRANS DISTRICT FOR COUNTIES OVER 200,000 POPULATION

CALTRANS DISTRICT SUMMARY BY POPULATION CATEGORY	Total # Counties	Total # Cities	# Cities Under 10,000 Pop.	# Over 10,000 Under 25,000	# of Cities Between 25,000 and 40,000			# of Cities Between 40,000 and 60,000				# of Cities Over 60,000 Population			
					<12% growth	>12% <20%	>20% growth	<12% growth	>12% <20%	>20% <30%	>30% growth	<12% growth	>12% <20%	>20% <30%	>30% growth
<b>CALTRANS DISTRICT 3</b>															
<b>A. Counties &gt; 200,000 and &lt; 250,000 population</b>															
1. # Counties in population category	0														
2. # Cities in the counties		0													
3. # Surveyed cities		0													
4. # Surveyed cities that have TIFs		0													
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		0%													
6. % w/TIFs in of surveyed cities (A.4/A.3)		0%													
7. # Counties w/TIFs in District	0														
8. % Counties w/TIFs of counties in District (A.7/A.1)	0%														
<b>B. Counties &gt; 250,000 and &lt; 350,000 population</b>															
1. # Counties in population category	0														
2. # Cities in the counties		0													
3. # Surveyed cities		0													
4. # Surveyed cities that have TIFs		0													
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		0%													
6. % w/TIFs in of surveyed cities (A.4/A.3)		0%													
7. # Counties w/TIFs in District	0														
8. % Counties w/TIFs of counties in District (A.7/A.1)	0%														
<b>C. Counties &gt; 350,000 and &lt; 500,000 population</b>															
1. # Counties in population category	0														
2. # Cities in the counties		0													
3. # Surveyed cities		0													
4. # Surveyed cities that have TIFs		0													
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		0%													
6. % w/TIFs in of surveyed cities (A.4/A.3)		0%													
7. # Counties w/TIFs in District	0														
8. % Counties w/TIFs of counties in District (A.7/A.1)	0%														
<b>D. Counties &gt; 500,000 and &lt; 1,000,000 population</b>															
1. # Counties in population category	0														
2. # Cities in the counties		0													
3. # Surveyed cities		0													
4. # Surveyed cities that have TIFs		0													
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		0%													
6. % w/TIFs in of surveyed cities (A.4/A.3)		0%													
7. # Counties w/TIFs in District	0														
8. % Counties w/TIFs of counties in District (A.7/A.1)	0%														
<b>E. Counties &gt; 1,000,000 population</b>															
1. # Counties in population category	1														
2. # Cities in the counties		4													
3. # Surveyed cities		2	0	0	0	0	1	0	0	0	0	0	0	0	1
4. # Surveyed cities that have TIFs		1	0	0	0	0	1	0	0	0	0	0	0	0	0
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		25%	0%	0%	0%	0%	25%	0%	0%	0%	0%	0%	0%	0%	0%
6. % w/TIFs in of surveyed cities (A.4/A.3)		50%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%
7. # Counties w/TIFs in District	1														
8. % Counties w/TIFs of counties in District (A.7/A.1)	100%														

Note: Growth referred to in table is not annual growth rate, but rather the growth or change in population between 1980 and 1992.

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TRAFFIC FEE SURVEY DATA ANALYSIS: SUMMARY BY CALTRANS DISTRICT FOR COUNTIES OVER 200,000 POPULATION

CALTRANS DISTRICT SUMMARY BY POPULATION CATEGORY	Total # Counties	Total # Cities	# Cities Under 10,000 Pop.	# Over 10,000 Under 25,000	# of Cities Between 25,000 and 40,000			# of Cities Between 40,000 and 60,000				# of Cities Over 60,000 Population			
					<12% growth	>12% <20%	>20% growth	<12% growth	>12% <20%	>20% <30%	>30% growth	<12% growth	>12% <20%	>20% <30%	>30% growth
<b>CALTRANS DISTRICT 4</b>															
<b>A. Counties &gt; 200,000 and &lt; 250,000 population</b>															
1. # Counties in population category	1														
2. # Cities in the counties		11													
3. # Surveyed cities		2	0	0	2	0	0								
4. # Surveyed cities that have TIFs		1	0	0	1	0	0								
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		9%	0%	0%	9%	0%	0%								
6. % w/TIFs in of surveyed cities (A.4/A.3)		50%	0%	0%	50%	0%	0%								
7. # Counties w/TIFs in District	1														
8. % Counties w/TIFs of counties in District (A.7/A.1)	100%														
<b>B. Counties &gt; 250,000 and &lt; 350,000 population</b>															
1. # Counties in population category	0														
2. # Cities in the counties		0													
3. # Surveyed cities		0													
4. # Surveyed cities that have TIFs		0													
5. % w/TIFs of total cities (e.g., quotient of B.4/B.2)		0%													
6. % w/TIFs in of surveyed cities (B.4/B.3)		0%													
7. # Counties w/TIFs in District	0														
8. % Counties w/TIFs of counties in District (B.7/B.1)	0%														
<b>C. Counties &gt; 350,000 and &lt; 500,000 population</b>															
1. # Counties in population category	2														
2. # Cities in the counties		16													
3. # Surveyed cities		6	0	0	0	0	1	0	0	0	1	0	0	0	4
4. # Surveyed cities that have TIFs		4	0	0	0	0	1	0	0	0	1	0	0	0	2
5. % w/TIFs of total cities (e.g., quotient of C.4/C.2)		25%	0%	0%	0%	0%	6%	0%	0%	0%	6%	0%	0%	0%	13%
6. % w/TIFs in of surveyed cities (C.4/C.3)		67%	0%	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%	50%
7. # Counties w/TIFs in District	2														
8. % Counties w/TIFs of counties in District (C.7/C.1)	100%														
<b>D. Counties &gt; 500,000 and &lt; 1,000,000 population</b>															
1. # Counties in population category	3														
2. # Cities in the counties		39													
3. # Surveyed cities		15	0	0	0	1	6	0	1	0	1	1	3	1	1
4. # Surveyed cities that have TIFs		12	0	0	0	0	4	0	1	0	1	1	3	1	1
5. % w/TIFs of total cities (e.g., quotient of D.4/D.2)		31%	0%	0%	0%	0%	10%	0%	3%	0%	3%	3%	8%	3%	3%
6. % w/TIFs in of surveyed cities (D.4/D.3)		80%	0%	0%	0%	0%	67%	0%	100%	0%	100%	100%	100%	100%	100%
7. # Counties w/TIFs in District	2														
8. % Counties w/TIFs of counties in District (D.7/D.1)	67%														
<b>E. Counties &gt; 1,000,000 population</b>															
1. # Counties in population category	2														
2. # Cities in the counties		29													
3. # Surveyed cities		16	0	1	0	0	3	0	0	1	2	3	1	4	1
4. # Surveyed cities that have TIFs		5	0	1	0	0	1	0	0	0	0	1	0	1	1
5. % w/TIFs of total cities (e.g., quotient of E.4/E.2)		17%	0%	3%	0%	0%	3%	0%	0%	0%	0%	3%	0%	3%	3%
6. % w/TIFs in of surveyed cities (E.4/E.3)		31%	0%	100%	0%	0%	33%	0%	0%	0%	0%	33%	0%	25%	100%
7. # Counties w/TIFs in District	1														
8. % Counties w/TIFs of counties in District (E.7/E.1)	50%														

Note: Growth referred to in table is not annual growth rate, but rather the growth or change in population between 1980 and 1992.

TRAFFIC FEE SURVEY DATA ANALYSIS: SUMMARY BY CALTRANS DISTRICT FOR COUNTIES OVER 200,000 POPULATION

CALTRANS DISTRICT SUMMARY BY POPULATION CATEGORY	Total # Counties	Total # Cities	# Cities Under 10,000 Pop.	# Over 10,000 Under 25,000	# of Cities Between 25,000 and 40,000			# of Cities Between 40,000 and 60,000				# of Cities Over 60,000 Population			
					<12% growth	>12% <20%	>20% growth	<12% growth	>12% <20%	>20% <30%	>30% growth	<12% growth	>12% <20%	>20% <30%	>30% growth
<b>CALTRANS DISTRICT 5</b>															
<b>A. Counties &gt; 200,000 and &lt; 250,000 population</b>															
1. # Counties in population category	2														
2. # Cities in the counties		11													
3. # Surveyed cities		9	2	4	0	0	1	0	1	1	0	0	0	0	0
4. # Surveyed cities that have TIFs		6	1	3	0	0	1	0	0	1	0	0	0	0	0
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		55%	9%	27%	0%	0%	9%	0%	0%	9%	0%	0%	0%	0%	0%
6. % w/TIFs in of surveyed cities (A.4/A.3)		67%	50%	75%	0%	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%
7. # Counties w/TIFs in District	2														
8. % Counties w/TIFs of counties in District (A.7/A.1)	100%														
<b>B. Counties &gt; 250,000 and &lt; 350,000 population</b>															
1. # Counties in population category	0														
2. # Cities in the counties		0													
3. # Surveyed cities		0													
4. # Surveyed cities that have TIFs		0													
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		0%													
6. % w/TIFs in of surveyed cities (A.4/A.3)		0%													
7. # Counties w/TIFs in District	0														
8. % Counties w/TIFs of counties in District (A.7/A.1)	0%														
<b>C. Counties &gt; 350,000 and &lt; 500,000 population</b>															
1. # Counties in population category	2														
2. # Cities in the counties		19													
3. # Surveyed cities		9	2	1	0	1	1	0	0	0	1	0	1	0	2
4. # Surveyed cities that have TIFs		6	2	1	0	0	0	0	0	0	1	0	0	0	2
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		32%	11%	5%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	11%
6. % w/TIFs in of surveyed cities (A.4/A.3)		67%	100%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	100%
7. # Counties w/TIFs in District	2														
8. % Counties w/TIFs of counties in District (A.7/A.1)	100%														
<b>D. Counties &gt; 500,000 and &lt; 1,000,000 population</b>															
1. # Counties in population category	0														
2. # Cities in the counties		0													
3. # Surveyed cities		0													
4. # Surveyed cities that have TIFs		0													
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		0%													
6. % w/TIFs in of surveyed cities (A.4/A.3)		0%													
7. # Counties w/TIFs in District	0														
8. % Counties w/TIFs of counties in District (A.7/A.1)	0%														
<b>E. Counties &gt; 1,000,000 population</b>															
1. # Counties in population category	0														
2. # Cities in the counties		0													
3. # Surveyed cities		0													
4. # Surveyed cities that have TIFs		0													
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		0%													
6. % w/TIFs in of surveyed cities (A.4/A.3)		0%													
7. # Counties w/TIFs in District	0														
8. % Counties w/TIFs of counties in District (A.7/A.1)	0%														

Note: Growth referred to in table is not annual growth rate, but rather the growth or change in population between 1980 and 1992.



TRAFFIC FEE SURVEY DATA ANALYSIS: SUMMARY BY CALTRANS DISTRICT FOR COUNTIES OVER 200,000 POPULATION

CALTRANS DISTRICT SUMMARY BY POPULATION CATEGORY	Total # Counties	Total # Cities	# Cities Under 10,000 Pop.	# Over 10,000 Under 25,000	# of Cities Between 25,000 and 40,000			# of Cities Between 40,000 and 60,000				# of Cities Over 60,000 Population			
					<12% growth	>12% <20%	>20% growth	<12% growth	>12% <20%	>20% <30%	>30% growth	<12% growth	>12% <20%	>20% <30%	>30% growth
<b>CALTRANS DISTRICT 6</b>															
<b>A. Counties &gt; 200,000 and &lt; 250,000 population</b>															
1. # Counties in population category	0														
2. # Cities in the counties		0													
3. # Surveyed cities		0													
4. # Surveyed cities that have TIFs		0													
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		0%													
6. % w/TIFs in of surveyed cities (A.4/A.3)		0%													
7. # Counties w/TIFs in District	0														
8. % Counties w/TIFs of counties in District (A.7/A.1)	0%														
<b>B. Counties &gt; 250,000 and &lt; 350,000 population</b>															
1. # Counties in population category	1														
2. # Cities in the counties		8	0	0				0	0	0	0	0	0	0	1
3. # Surveyed cities		3	0	0	0	0	2	0	0	0	0	0	0	0	1
4. # Surveyed cities that have TIFs		1	0	0	0	0	0	0	0	0	0	0	0	0	1
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		13%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%
6. % w/TIFs in of surveyed cities (A.4/A.3)		33%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%
7. # Counties w/TIFs in District	0														
8. % Counties w/TIFs of counties in District (A.7/A.1)	0%														
<b>C. Counties &gt; 350,000 and &lt; 500,000 population</b>															
1. # Counties in population category	0														
2. # Cities in the counties		0													
3. # Surveyed cities		0													
4. # Surveyed cities that have TIFs		0													
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		0%													
6. % w/TIFs in of surveyed cities (A.4/A.3)		0%													
7. # Counties w/TIFs in District	0														
8. % Counties w/TIFs of counties in District (A.7/A.1)	0%														
<b>D. Counties &gt; 500,000 and &lt; 1,000,000 population</b>															
1. # Counties in population category	2														
2. # Cities in the counties		26													
3. # Surveyed cities		4	0	0	0	0	1	0	0	0	1	0	0	0	2
4. # Surveyed cities that have TIFs		2	0	0	0	0	0	0	0	0	0	0	0	0	2
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%
6. % w/TIFs in of surveyed cities (A.4/A.3)		50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%
7. # Counties w/TIFs in District	2														
8. % Counties w/TIFs of counties in District (A.7/A.1)	100%														
<b>E. Counties &gt; 1,000,000 population</b>															
1. # Counties in population category	0														
2. # Cities in the counties		0													
3. # Surveyed cities		0													
4. # Surveyed cities that have TIFs		0													
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		0%													
6. % w/TIFs in of surveyed cities (A.4/A.3)		0%													
7. # Counties w/TIFs in District	0														
8. % Counties w/TIFs of counties in District (A.7/A.1)	0%														

Note: Growth referred to in table is not annual growth rate, but rather the growth or change in population between 1980 and 1992.

TRAFFIC FEE SURVEY DATA ANALYSIS: SUMMARY BY CALTRANS DISTRICT FOR COUNTIES OVER 200,000 POPULATION

CALTRANS DISTRICT SUMMARY BY POPULATION CATEGORY	Total # Counties	Total # Cities	# Cities Under 10,000 Pop.	# Over 10,000 Under 25,000	# of Cities Between 25,000 and 40,000			# of Cities Between 40,000 and 60,000				# of Cities Over 60,000 Population			
					<12% growth	>12% <20%	>20% growth	<12% growth	>12% <20%	>20% <30%	>30% growth	<12% growth	>12% <20%	>20% <30%	>30% growth
<b>CALTRANS DISTRICT 7</b>															
<b>A. Counties &gt; 200,000 and &lt; 250,000 population</b>															
1. # Counties in population category	0														
2. # Cities in the counties		0													
3. # Surveyed cities		0													
4. # Surveyed cities that have TIFs		0													
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		0%													
6. % w/TIFs in of surveyed cities (A.4/A.3)		0%													
7. # Counties w/TIFs in District	0														
8. % Counties w/TIFs of counties in District (A.7/A.1)	0%														
<b>B. Counties &gt; 250,000 and &lt; 350,000 population</b>															
1. # Counties in population category	0														
2. # Cities in the counties		0													
3. # Surveyed cities		0													
4. # Surveyed cities that have TIFs		0													
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		0%													
6. % w/TIFs in of surveyed cities (A.4/A.3)		0%													
7. # Counties w/TIFs in District	0														
8. % Counties w/TIFs of counties in District (A.7/A.1)	0%														
<b>C. Counties &gt; 350,000 and &lt; 500,000 population</b>															
1. # Counties in population category	0														
2. # Cities in the counties		0													
3. # Surveyed cities		0													
4. # Surveyed cities that have TIFs		0													
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		0%													
6. % w/TIFs in of surveyed cities (A.4/A.3)		0%													
7. # Counties w/TIFs in District	0														
8. % Counties w/TIFs of counties in District (A.7/A.1)	0%														
<b>D. Counties &gt; 500,000 and &lt; 1,000,000 population</b>															
1. # Counties in population category	1														
2. # Cities in the counties		10													
3. # Surveyed cities		10	1	2	0	1	1	0	0	0	1	0	0	1	3
4. # Surveyed cities that have TIFs		8	0	2	0	1	0	0	0	0	1	0	0	1	3
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		80%	0%	20%	0%	10%	0%	0%	0%	0%	10%	0%	0%	10%	30%
6. % w/TIFs in of surveyed cities (A.4/A.3)		80%	0%	100%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	100%
7. # Counties w/TIFs in District	1														
8. % Counties w/TIFs of counties in District (A.7/A.1)	100%														
<b>E. Counties &gt; 1,000,000 population</b>															
1. # Counties in population category	1														
2. # Cities in the counties		87													
3. # Surveyed cities		5	0	0	0	0	0	0	0	0	0	4	0	1	0
4. # Surveyed cities that have TIFs		2	0	0	0	0	0	0	0	0	0	1	0	1	0
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		n/a	0%	0%	0	0%	0%	0%	0%	0%	0%	na	0%	na	0%
6. % w/TIFs in of surveyed cities (A.4/A.3)		40%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	0%	100%	0%
7. # Counties w/TIFs in District	1														
8. % Counties w/TIFs of counties in District (A.7/A.1)	100%														

Note: Growth referred to in table is not annual growth rate, but rather the growth or change in population between 1980 and 1992.

TRAFFIC FEE SURVEY DATA ANALYSIS: SUMMARY BY CALTRANS DISTRICT FOR COUNTIES OVER 200,000 POPULATION

CALTRANS DISTRICT SUMMARY BY POPULATION CATEGORY	Total # Counties	Total # Cities	# Cities Under 10,000 Pop.	# Over 10,000 Under 25,000	# of Cities Between 25,000 and 40,000			# of Cities Between 40,000 and 60,000				# of Cities Over 60,000 Population				
					<12% growth	>12% <20%	>20% growth	<12% growth	>12% <20%	>20% <30%	>30% growth	<12% growth	>12% <20%	>20% <30%	>30% growth	
CALTRANS DISTRICT 8																
A. Counties > 200,000 and < 250,000 population																
1. # Counties in population category	0															
2. # Cities in the counties		0														
3. # Surveyed cities		0														
4. # Surveyed cities that have TIFs		0														
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		0%														
6. % w/TIFs in of surveyed cities (A.4/A.3)		0%														
7. # Counties w/TIFs in District	0															
8. % Counties w/TIFs of counties in District (A.7/A.1)	0%															
B. Counties > 250,000 and < 350,000 population																
1. # Counties in population category	0															
2. # Cities in the counties		0														
3. # Surveyed cities		0														
4. # Surveyed cities that have TIFs		0														
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		0%														
6. % w/TIFs in of surveyed cities (A.4/A.3)		0%														
7. # Counties w/TIFs in District	0															
8. % Counties w/TIFs of counties in District (A.7/A.1)	0%															
C. Counties > 350,000 and < 500,000 population																
1. # Counties in population category	0															
2. # Cities in the counties		0														
3. # Surveyed cities		0														
4. # Surveyed cities that have TIFs		0														
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		0%														
6. % w/TIFs in of surveyed cities (A.4/A.3)		0%														
7. # Counties w/TIFs in District	0															
8. % Counties w/TIFs of counties in District (A.7/A.1)	0%															
D. Counties > 500,000 and < 1,000,000 population																
1. # Counties in population category	0															
2. # Cities in the counties		0														
3. # Surveyed cities		0														
4. # Surveyed cities that have TIFs		0														
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		0%														
6. % w/TIFs in of surveyed cities (A.4/A.3)		0%														
7. # Counties w/TIFs in District	0															
8. % Counties w/TIFs of counties in District (A.7/A.1)	0%															
E. Counties > 1,000,000 population																
1. # Counties in population category	2															
2. # Cities in the counties		48														
3. # Surveyed cities		23	0	0	0	3	4	0	2	1	2	0	1	0	10	
4. # Surveyed cities that have TIFs		4	0	0	0	1	1	0	0	1	0	0	0	0	1	
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		8%	0%	0%	0%	2%	2%	0%	0%	2%	0%	0%	0%	0%	2%	
6. % w/TIFs in of surveyed cities (A.4/A.3)		17%	0%	0%	0%	0%	25%	0%	0%	100%	0%	0%	0%	0%	10%	
7. # Counties w/TIFs in District	1															
8. % Counties w/TIFs of counties in District (A.7/A.1)	50%															

Note: Growth referred to in table is not annual growth rate, but rather the growth or change in population between 1980 and 1992.



TRAFFIC FEE SURVEY DATA ANALYSIS: SUMMARY BY CALTRANS DISTRICT FOR COUNTIES OVER 200,000 POPULATION

CALTRANS DISTRICT SUMMARY BY POPULATION CATEGORY	Total # Counties	Total # Cities	# Cities Under 10,000 Pop.	# Over 10,000 Under 25,000	# of Cities Between 25,000 and 40,000			# of Cities Between 40,000 and 60,000				# of Cities Over 60,000 Population				
					<12% growth	>12% <20%	>20% growth	<12% growth	>12% <20%	>20% <30%	>30% growth	<12% growth	>12% <20%	>20% <30%	>30% growth	
CALTRANS DISTRICT 10																
A. Counties > 200,000 and < 250,000 population																
1. # Counties in population category	0															
2. # Cities in the counties		0														
3. # Surveyed cities		0														
4. # Surveyed cities that have TIFs		0														
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		0%														
6. % w/TIFs in of surveyed cities (A.4/A.3)		0%														
7. # Counties w/TIFs in District	0															
8. % Counties w/TIFs of counties in District (A.7/A.1)	0%															
B. Counties > 250,000 and < 350,000 population																
1. # Counties in population category	0															
2. # Cities in the counties		0														
3. # Surveyed cities		0														
4. # Surveyed cities that have TIFs		0														
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		0%														
6. % w/TIFs in of surveyed cities (A.4/A.3)		0%														
7. # Counties w/TIFs in District	0															
8. % Counties w/TIFs of counties in District (A.7/A.1)	0%															
C. Counties > 350,000 and < 500,000 population																
1. # Counties in population category	1															
2. # Cities in the counties		9														
3. # Surveyed cities		3	0	0	0	0	1	0	0	0	1	0	0	0	1	
4. # Surveyed cities that have TIFs		3	0	0	0	0	1	0	0	0	1	0	0	0	1	
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		33%	0%	0%	0%	0%	11%	0%	0%	0%	11%	0%	0%	0%	11%	
6. % w/TIFs in of surveyed cities (A.4/A.3)		100%	0%	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%	100%	
7. # Counties w/TIFs in District	1															
8. % Counties w/TIFs of counties in District (A.7/A.1)	100%															
D. Counties > 500,000 and < 1,000,000 population																
1. # Counties in population category	1															
2. # Cities in the counties		7														
3. # Surveyed cities		3	0	0	0	0	1	0	0	0	1	0	0	0	1	
4. # Surveyed cities that have TIFs		3	0	0	0	0	1	0	0	0	1	0	0	0	1	
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		43%	0%	0%	0%	0%	14%	0%	0%	0%	14%	0%	0%	0%	14%	
6. % w/TIFs in of surveyed cities (A.4/A.3)		100%	0%	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%	100%	
7. # Counties w/TIFs in District	1															
8. % Counties w/TIFs of counties in District (A.7/A.1)	100%															
E. Counties > 1,000,000 population																
1. # Counties in population category	0															
2. # Cities in the counties		0														
3. # Surveyed cities		0														
4. # Surveyed cities that have TIFs		0														
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		0%														
6. % w/TIFs in of surveyed cities (A.4/A.3)		0%														
7. # Counties w/TIFs in District	0															
8. % Counties w/TIFs of counties in District (A.7/A.1)	0%															

Note: Growth referred to in table is not annual growth rate, but rather the growth or change in population between 1980 and 1992.

TRAFFIC FEE SURVEY DATA ANALYSIS: SUMMARY BY CALTRANS DISTRICT FOR COUNTIES OVER 200,000 POPULATION

CALTRANS DISTRICT SUMMARY BY POPULATION CATEGORY	Total # Counties	Total # Cities	# Cities Under 10,000 Pop.	# Over 10,000 Under 25,000	# of Cities Between 25,000 and 40,000			# of Cities Between 40,000 and 60,000				# of Cities Over 60,000 Population				
					<12% growth	>12% <20%	>20% growth	<12% growth	>12% <20%	>20% <30%	>30% growth	<12% growth	>12% <20%	>20% <30%	>30% growth	
CALTRANS DISTRICT 11																
A. Counties > 200,000 and < 250,000 population																
1. # Counties in population category	0															
2. # Cities in the counties		0														
3. # Surveyed cities		0														
4. # Surveyed cities that have TIFs		0														
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		0%														
6. % w/TIFs in of surveyed cities (A.4/A.3)		0%														
7. # Counties w/TIFs in District	0															
8. % Counties w/TIFs of counties in District (A.7/A.1)	0%															
B. Counties > 250,000 and < 350,000 population																
1. # Counties in population category	0															
2. # Cities in the counties		0														
3. # Surveyed cities		0														
4. # Surveyed cities that have TIFs		0														
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		0%														
6. % w/TIFs in of surveyed cities (A.4/A.3)		0%														
7. # Counties w/TIFs in District	0															
8. % Counties w/TIFs of counties in District (A.7/A.1)	0%															
C. Counties > 350,000 and < 500,000 population																
1. # Counties in population category	0															
2. # Cities in the counties		0														
3. # Surveyed cities		0														
4. # Surveyed cities that have TIFs		0														
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		0%														
6. % w/TIFs in of surveyed cities (A.4/A.3)		0%														
7. # Counties w/TIFs in District	0															
8. % Counties w/TIFs of counties in District (A.7/A.1)	0%															
D. Counties > 500,000 and < 1,000,000 population																
1. # Counties in population category	0															
2. # Cities in the counties		0														
3. # Surveyed cities		0														
4. # Surveyed cities that have TIFs		0														
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		0%														
6. % w/TIFs in of surveyed cities (A.4/A.3)		0%														
7. # Counties w/TIFs in District	0															
8. % Counties w/TIFs of counties in District (A.7/A.1)	0%															
E. Counties > 1,000,000 population																
1. # Counties in population category	1															
2. # Cities in the counties		18														
3. # Surveyed cities		18	1	2	0	0	2	1	3	0	2	0	0	1	6	
4. # Surveyed cities that have TIFs		17	1	2	0	0	2	1	3	0	2	0	0	0	6	
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		94%	6%	11%	0%	0%	11%	6%	17%	0%	11%	0%	0%	0%	33%	
6. % w/TIFs in of surveyed cities (A.4/A.3)		94%	100%	100%	0%	0%	100%	100%	100%	0%	100%	0%	0%	0%	100%	
7. # Counties w/TIFs in District	1															
8. % Counties w/TIFs of counties in District (A.7/A.1)	100%															

Note: Growth referred to in table is not annual growth rate, but rather the growth or change in population between 1980 and 1992.

TRAFFIC FEE SURVEY DATA ANALYSIS: SUMMARY BY CALTRANS DISTRICT FOR COUNTIES OVER 200,000 POPULATION

SUMMARY BY CALTRANS DISTRICT FOR COUNTIES OVER 200,000 POPULATION															
CALTRANS DISTRICT SUMMARY BY POPULATION CATEGORY	Total # Counties	Total # Cities	# Cities Under 10,000 Pop.	# Over 10,000 Under 25,000	# of Cities Between 25,000 and 40,000			# of Cities Between 40,000 and 60,000				# of Cities Over 60,000 Population			
					<12% growth	>12% <20%	>20% growth	<12% growth	>12% <20%	>20% <30%	>30% growth	<12% growth	>12% <20%	>20% <30%	>30% growth
CALTRANS DISTRICT 12															
A. Counties > 200,000 and < 250,000 population															
1. # Counties in population category	0														
2. # Cities in the counties		0													
3. # Surveyed cities		0													
4. # Surveyed cities that have TIFs		0													
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		0%													
6. % w/TIFs in of surveyed cities (A.4/A.3)		0%													
7. # Counties w/TIFs in District	0														
8. % Counties w/TIFs of counties in District (A.7/A.1)	0%														
B. Counties > 250,000 and < 350,000 population															
1. # Counties in population category	0														
2. # Cities in the counties		0													
3. # Surveyed cities		0													
4. # Surveyed cities that have TIFs		0													
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		0%													
6. % w/TIFs in of surveyed cities (A.4/A.3)		0%													
7. # Counties w/TIFs in District	0														
8. % Counties w/TIFs of counties in District (A.7/A.1)	0%														
C. Counties > 350,000 and < 500,000 population															
1. # Counties in population category	0														
2. # Cities in the counties		0													
3. # Surveyed cities		0													
4. # Surveyed cities that have TIFs		0													
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		0%													
6. % w/TIFs in of surveyed cities (A.4/A.3)		0%													
7. # Counties w/TIFs in District	0														
8. % Counties w/TIFs of counties in District (A.7/A.1)	0%														
D. Counties > 500,000 and < 1,000,000 population															
1. # Counties in population category	0														
2. # Cities in the counties		0													
3. # Surveyed cities		0													
4. # Surveyed cities that have TIFs		0													
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		0%													
6. % w/TIFs in of surveyed cities (A.4/A.3)		0%													
7. # Counties w/TIFs in District	0														
8. % Counties w/TIFs of counties in District (A.7/A.1)	0%														
E. Counties > 1,000,000 population															
1. # Counties in population category	1														
2. # Cities in the counties		31													
3. # Surveyed cities		31	3	3	0	1	3	2	5	0	3	4	0	3	2
4. # Surveyed cities that have TIFs		31	3	3	0	1	3	2	5	0	3	4	0	3	2
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		100%	10%	10%	0%	3%	10%	6%	16%	0%	10%	13%	0%	10%	6%
6. % w/TIFs in of surveyed cities (A.4/A.3)		100%	100%	100%	0%	100%	100%	100%	100%	0%	100%	100%	0%	100%	100%
7. # Counties w/TIFs in District	1														
8. % Counties w/TIFs of counties in District (A.7/A.1)	100%														

Note: Growth referred to in table is not annual growth rate, but rather the growth or change in population between 1980 and 1992.



## Summary: County and City TIF Implementation by Caltrans District

### Table 1.C - Summary: Counties Under 200,000 Population

Caltrans District	# of Counties	# Counties Surveyed	# With TIFs	% of Those Surveyed	# of Cities	# Surveyed (See Note)	# With TIFs	% of Those Surveyed
1	4	4	0	0%	14	14	0	0%
2	7	7	1	14%	18	18	1	6%
3	10	10	6	60%	29	8	7	88%
4	1	1	1	100%	5	1	1	100%
5	1	1	1	100%	2	0	0	0%
6	2	2	1	50%	6	2	1	50%
7	1	1	0	0%	7	1	0	0%
8	0	0	0	0%	0	0	0	0%
9	2	2	0	0%	2	2	0	0%
10	6	6	4	67%	13	1	0	0%
11	0	0	0	0%	0	0	0	0%
12	0	0	0	0%	0	0	0	0%
Total	34	34	14	41%	96	47	10	21%

Note: Information shown for Caltrans Districts 1, 2 and 9 is based on information obtained in the telephone survey from the District representative or contact at the Regional Transportation Planning Agency; the cities in these 3 districts were not sent survey questionnaires.

### Table 1.D - Summary: Counties Over 200,000 Population

Caltrans District	# of Counties	# Counties Surveyed	# With TIFs	% of Those Surveyed	# of Cities	# Surveyed (See Note)	# With TIFs	% of Those Surveyed
1	0	0	0	0%	0	0	0	0%
2	0	0	0	0%	0	0	0	0%
3	1	1	1	100%	4	2	1	50%
4	8	8	6	75%	95	39	22	56%
5	4	4	4	100%	30	18	12	0%
6	3	3	2	67%	34	7	3	43%
7	2	2	2	100%	97	15	10	67%
8	2	2	1	50%	48	23	4	0%
9	0	0	0	0%	0	0	0	0%
10	2	2	2	100%	16	6	6	100%
11	1	1	1	100%	18	18	17	0%
12	1	1	1	100%	31	31	31	0%
Total	24	24	20	83%	373	159	106	67%

### Table 1.E - Summary: All Counties

Caltrans District	# of Counties	# Counties Surveyed	# With TIFs	% of Those Surveyed	# of Cities	# Surveyed (See Note)	# With TIFs	% of Those Surveyed
1	4	4	0	0%	14	14	0	0%
2	7	7	1	14%	18	18	1	6%
3	11	11	7	64%	33	10	8	80%
4	9	9	7	78%	100	40	23	58%
5	5	5	5	100%	32	18	12	67%
6	5	5	3	60%	40	9	4	44%
7	3	3	2	67%	104	16	10	63%
8	2	2	1	50%	48	23	4	17%
9	2	2	0	0%	2	2	0	0%
10	8	8	6	75%	29	7	6	86%
11	1	1	1	100%	18	18	17	94%
12	1	1	1	100%	31	31	31	100%
Total	58	58	34	59%	469	206	116	56%

**Summary: TIF Implementation and City Size**  
**Table 2.A - Cities in Counties Under 200,000 Population**

Caltrans District	# of Counties	# of Cities	Total # Cities Surveyed	Surveyed Cities >40,000	% of Cities >40,000 of sample	# Large Cities W/ TIFs	% of Large Cities W/ TIFs
1	4	14	14	0	0%	0	0%
2	7	18	18	1	0%	1	0%
3	10	29	8	4	50%	4	100%
4	1	5	1	1	100%	1	100%
5	1	2	0	0	0%	0	0%
6	2	6	2	0	0%	0	0%
7	1	7	1	0	0%	0	0%
8	0	0	0	0	0%	0	0%
9	2	2	2	0	0%	0	0%
10	6	13	1	0	0%	0	0%
11	0	0	0	0	0%	0	0%
12	0	0	0	0	0%	0	0%
Total	34	96	47	6	13%	6	100%

Note: Information shown for Caltrans Districts 1, 2 and 9 is based on information obtained in the telephone survey.

**Table 2.B - Cities in Counties Over 200,000 Population**

Caltrans District	# of Counties	# of Cities	Total # Cities Surveyed	Surveyed Cities >40,000	% of Cities >40,000 of sample	# Large Cities W/ TIFs	% of Large Cities W/ TIFs
1	0	0	0	0	0%	0	0%
2	0	0	0	0	0%	0	0%
3	1	4	2	1	25%	0	0%
4	8	95	39	25	26%	14	56%
5	4	30	18	6	20%	4	67%
6	3	34	7	4	12%	3	75%
7	2	97	15	10	10%	7	70%
8	2	48	23	16	33%	2	13%
9	0	0	0	0	0%	0	0%
10	2	16	6	4	25%	4	100%
11	1	18	18	13	72%	12	92%
12	1	31	31	19	61%	19	100%
Total	24	373	159	98	26%	65	66%

**Table 2.C - Summary: All Counties**

Caltrans District	# of Counties	# of Cities	Total # Cities Surveyed	Surveyed Cities >40,000	% of Cities >40,000 of sample	# Large Cities W/ TIFs	% of Large Cities W/ TIFs
1	4	14	14	0	0%	0	0%
2	7	18	18	1	6%	1	100%
3	11	33	10	5	50%	4	80%
4	9	100	40	26	65%	15	58%
5	5	32	18	6	33%	4	67%
6	5	40	9	4	44%	3	75%
7	3	104	16	10	63%	7	70%
8	2	48	23	16	70%	2	13%
9	2	2	2	0	0%	0	0%
10	8	29	7	4	57%	4	100%
11	1	18	18	13	72%	12	92%
12	1	31	31	19	61%	19	100%
Total	58	469	206	104	50%	71	68%

## Summary: TIF Implementation and City Growth

### Table 3.A - Cities in Counties Under 200,000 Population

Caltrans District	# of Cities	Surveyed Cities >40,000	% of Cities >40,000 of sample	# With > 30% Growth	% of Sample >40,000	# W/> 30% Growth W/ TIFS	% With TIFs >30%
1	14	0	0%	0	0%	0	0%
2	18	1	6%	1	100%	1	100%
3	29	4	50%	3	75%	3	100%
4	5	1	100%	0	20%	0	0%
5	2	0	0%	0	0%	0	0%
6	6	0	0%	0	0%	0	0%
7	7	0	0%	0	0%	0	0%
8	0	0	0%	0	0%	0	0%
9	2	0	0%	0	0%	0	0%
10	13	0	0%	0	0%	0	0%
11	0	0	0%	0	0%	0	0%
12	0	0	0%	0	0%	0	0%
Total	96	6	13%	4	67%	4	100%

survey. Also, it should be noted that all jurisdictions in District 12 are required to implement fee programs as a condition of their local sales tax, regardless of size of the city or growth.

### Table 3.B - Cities in Counties Over 200,000 Population

Caltrans District	# of Cities	Surveyed Cities >40,000	% of Cities >40,000 of sample	# With > 30% Growth	% of Sample >40,000	# W/> 30% Growth W/ TIFS	% With TIFs >30%
1	0	0	0%	0	0	0	0%
2	0	0	0%	0	0	0	0%
3	4	1	25%	1	100%	0	0%
4	95	25	26%	10	40%	6	60%
5	30	6	20%	3	50%	3	100%
6	34	4	12%	4	100%	3	75%
7	97	10	10%	4	40%	4	100%
8	48	16	33%	12	75%	1	8%
9	0	0	0%	0	0%	0	0%
10	16	4	25%	4	100%	4	100%
11	18	13	72%	8	62%	8	100%
12	31	19	61%	5	26%	5	100%
Total	373	98	26%	51	52%	34	67%

### Table 3.C - Summary: All Counties

Caltrans District	# of Cities	Surveyed Cities >40,000	% of Cities >40,000 of sample	# With > 30% Growth	% of Sample >40,000	# W/> 30% Growth W/ TIFS	% With TIFs >30%
1	14	0	0%	0	0%	0	0%
2	18	1	6%	1	100%	1	100%
3	33	5	50%	4	80%	3	75%
4	100	26	65%	10	38%	6	60%
5	32	6	33%	3	50%	3	100%
6	40	4	44%	4	100%	3	75%
7	104	10	63%	4	40%	4	100%
8	48	16	70%	12	75%	1	8%
9	2	0	0%	0	0%	0	0%
10	29	4	57%	4	100%	4	100%
11	18	13	72%	8	62%	8	100%
12	31	19	61%	5	26%	5	100%
Total	469	104	50%	55	53%	38	69%



**Table 4 - Traffic Fee Implementation - Disaggregation by County Population Category**

STATEWIDE SUMMARY: Counties Under 200,000 population	Total Number of Counties	Total Number of Cities	# Cities Under 10,000 Pop.	# Over 10,000 Under 25,000	# of Cities Between 25,000 and 40,000				# of Cities Between 40,000 and 60,000				# of Cities Over 60,000 population			
					<12 % growth	>12 % <20 %	>20 % <30 %	>30 % growth	>12 % growth	>12 % <20 %	>20 % <30 %	>30 % growth	>12 % growth	>12 % <20 %	>20 % <30 %	>30 % growth
<b>A. Counties &lt; 50,000 population</b>																
1. # Counties in population category	16															
2. # Cities in the counties		29	28	1												
3. # Surveyed cities		16	16	0												
4. # Surveyed cities that have TIFs		0	0	0												
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		0%	0%	0%												
6. % w/TIFs of surveyed cities (A.4/A.3)		0%	0%	0%												
7. # Counties w/TIFs in pop. category in state	4															
8. % Counties w/TIFs in pop. category (A.7/A.1)	25%															
<b>B. Counties &gt; 50,000 and &lt; 75,000 pop.</b>																
1. # Counties in population category	6															
2. # Cities in the counties		14	9	4	0	0	0	1								
3. # Surveyed cities		10	6	3	0	0	0	1								
4. # Surveyed cities that have TIFs		1	0	0	0	0	0	1								
5. % w/TIFs of total cities (e.g., quotient of B.4/B.2)		7%	0%	0%	0%	0%	0%	7%								
6. % w/TIFs of surveyed cities (B.4/B.3)		10%	0%	0%	0%	0%	0%	100%								
7. # Counties w/TIFs in pop. category in state	2															
8. % Counties w/TIFs in pop. category (B.7/B.1)	33%															
<b>C. Counties &gt; 75,000 and &lt; 100,000 pop.</b>																
1. # Counties in population category	3															
2. # Cities in the counties		12	9	1	0	1	0	1								
3. # Surveyed cities		8	5	1	0	1	0	1								
4. # Surveyed cities that have TIFs		0	0	0	0	0	0	0								
5. % w/TIFs of total cities (e.g., quotient of C.4/C.2)		0%	0%	0%	0%	0%	0%	0%								
6. % w/TIFs of surveyed cities (C.4/C.3)		0%	0%	0%	0%	0%	0%	0%								
7. # Counties w/TIFs in pop. category in state	2															
8. % Counties w/TIFs in pop. category (C.7/C.1)	67%															
<b>D. Counties &gt; 100,000 and &lt; 150,000 pop</b>																
1. # Counties in population category	4															
2. # Cities in the counties		17	7	5	0	1	0	2	0	0	1	1				
3. # Surveyed cities		5	0	0	0	1	0	2	0	0	1	1				
4. # Surveyed cities that have TIFs		4	0	0	0	1	0	1	0	0	1	1				
5. % w/TIFs of total cities (e.g., quotient of D.4/D.2)		24%	0%	0%	0%	6%	0%	6%	0%	0%	6%	6%				
6. % w/TIFs of surveyed cities (D.4/D.3)		80%	0%	0%	0%	100%	0%	50%	0%	0%	100%	100%				
7. # Counties w/TIFs in pop. category in state	2															
8. % Counties w/TIFs in pop. category (D.7/D.1)	50%															
<b>E. Counties &gt; 150,000 and &lt; 200,000 pop</b>																
1. # Counties in population category	5															
2. # Cities in the counties		24	14	3	0	2	0	1	0	0	0	2	0	0	1	1
3. # Surveyed cities		8	1	0	0	2	0	1	0	0	0	2	0	0	1	1
4. # Surveyed cities that have TIFs		5	0	0	0	1	0	0	0	0	0	2	0	0	1	1
5. % w/TIFs of total cities (e.g., quotient of E.4/E.2)		21%	0%	0%	0%	4%	0%	0%	0%	0%	0%	8%	0%	0%	4%	4%
6. % w/TIFs of surveyed cities (E.4/E.3)		63%	0%	0%	0%	50%	0%	0%	0%	0%	0%	100%	0%	0%	100%	100%
7. # Counties w/TIFs in pop. category in state	4															
8. % Counties w/TIFs in pop. category (E.7/E.1)	80%															
<b>F. Total, All Counties Under 200,000 population</b>																
1. # Counties in population category	34															
2. # Cities in the counties		96	67	14	0	4	0	5	0	0	1	3	0	0	1	1
3. # Surveyed cities		47	28	4	0	4	0	5	0	0	1	3	0	0	1	1
4. # Surveyed cities that have TIFs		10	0	0	0	2	0	2	0	0	1	3	0	0	1	1
5. % w/TIFs of total cities (e.g., quotient of F.4/F.2)		10%	0%	0%	0%	2%	0%	2%	0%	0%	1%	3%	0%	0%	1%	1%
6. % w/TIFs of surveyed cities (F.4/F.3)		21%	0%	0%	0%	50%	0%	40%	0%	0%	100%	100%	0%	0%	100%	100%
7. # Counties w/TIFs in pop. category in state	14															
8. % Counties w/TIFs in pop. category (F.7/F.1)	41%															

Note: Growth referred to in table is not the annual growth rate, but rather the overall growth or change in population experienced between 1980 and 1992.

**Table 4, cont. - Traffic Fee Implementation - Disaggregation by County Population Category**

STATEWIDE SUMMARY; Counties Over 200,000 Population	Total # Counties	Total # Cities	# Cities Under 10,000 Pop.	# Over 10,000 Under 25,000	# of Cities Between 25,000 and 40,000			# of Cities Between 40,000 and 60,000				# of Cities Over 60,000 Population			
					<12% growth	>12% <20%	>20% growth	<12% growth	>12% <20%	>20% <30%	>30% growth	<12% growth	>12% <20%	>20% <30%	>30% growth
A. Counties > 200,000 and < 250,000 population															
1. # Counties in population category	3														
2. # Cities in the counties		22													
3. # Surveyed cities		10	2	4	0	0	1	1	1	1	0	0	0	0	0
4. # Surveyed cities that have TIFs		7	1	3	0	0	1	1	0	1	0	0	0	0	0
5. % w/TIFs of total cities (e.g., quotient of A.4/A.2)		32%	5%	14%	0%	0%	5%	5%	0%	5%	0%	0%	0%	0%	0%
6. % w/TIFs in of surveyed cities (A.4/A.3)		70%	50%	75%	0%	0%	100%	100%	0%	100%	0%	0%	0%	0%	0%
7. # Counties w/TIFs in pop. category in state	3														
8. % Counties w/TIFs in pop. category (A.7/A.1)	100%														
B. Counties > 250,000 and < 350,000 population															
1. # Counties in population category	1														
2. # Cities in the counties		8													
3. # Surveyed cities		3	0	0	0	0	2	0	0	0	0	0	0	0	1
4. # Surveyed cities that have TIFs		1	0	0	0	0	0	0	0	0	0	0	0	0	1
5. % w/TIFs of total cities (e.g., quotient of B.4/B.2)		13%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%
6. % w/TIFs in of surveyed cities (B.4/B.3)		33%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%
7. # Counties w/TIFs in pop. category in state	0														
8. % Counties w/TIFs in pop. category (B.7/B.1)	0%														
C. Counties > 350,000 and < 500,000 population															
1. # Counties in population category	5														
2. # Cities in the counties		44													
3. # Surveyed cities		18	2	1	0	1	3	0	0	0	3	0	1	0	7
4. # Surveyed cities that have TIFs		13	2	1	0	0	2	0	0	0	3	0	0	0	5
5. % w/TIFs of total cities (e.g., quotient of C.4/C.2)		30%	5%	2%	0%	0%	5%	0%	0%	0%	7%	0%	0%	0%	11%
6. % w/TIFs in of surveyed cities (C.4/C.3)		72%	100%	100%	0%	0%	67%	0%	0%	0%	100%	0%	0%	0%	71%
7. # Counties w/TIFs in pop. category in state	5														
8. % Counties w/TIFs in pop. category (C.7/C.1)	100%														
D. Counties > 500,000 and < 1,000,000 population															
1. # Counties in population category	7														
2. # Cities in the counties		82													
3. # Surveyed cities		32	1	2	0	2	9	0	1	0	4	1	3	2	7
4. # Surveyed cities that have TIFs		25	0	2	0	1	5	0	1	0	3	1	3	2	7
5. % w/TIFs of total cities (e.g., quotient of D.4/D.2)		30%	0%	2%	0%	1%	6%	0%	1%	0%	4%	1%	4%	2%	9%
6. % w/TIFs in of surveyed cities (D.4/D.3)		78%	0%	100%	0%	50%	56%	0%	100%	0%	75%	100%	100%	100%	100%
7. # Counties w/TIFs in pop. category in state	6														
8. % Counties w/TIFs in pop. category (D.7/D.1)	86%														
E. Counties > 1,000,000 population															
1. # Counties in population category	8														
2. # Cities in the counties		217													
3. # Surveyed cities		96	4	5	0	5	13	3	10	3	9	11	5	8	20
4. # Surveyed cities that have TIFs		60	4	5	0	2	8	3	8	2	5	6	3	4	10
5. % w/TIFs of total cities (e.g., quotient of E.4/E.2)		28%	2%	2%	0%	1%	4%	1%	4%	0.9%	2%	3%	1%	2%	5%
6. % w/TIFs in of surveyed cities (E.4/E.3)		63%	100%	100%	0%	40%	62%	100%	80%	67%	56%	55%	60%	50%	50%
7. # Counties w/TIFs in pop. category in state	6														
8. % Counties w/TIFs in pop. category (E.7/E.1)	75%														
F. Total, All Counties Over 200,000 population															
1. # Counties in population category	24														
2. # Cities in the counties		373													
3. # Surveyed cities		159	9	12	0	8	28	4	12	4	16	12	9	10	35
4. # Surveyed cities that have TIFs		106	7	11	0	3	16	4	9	3	11	7	6	6	23
5. % w/TIFs of total cities (e.g., quotient of F.4/F.2)		28%	2%	3%	0%	1%	4%	1%	2%	1%	3%	2%	2%	2%	6%
6. % w/TIFs in of surveyed cities (F.4/F.3)		67%	78%	92%	0%	38%	57%	100%	75%	75%	69%	58%	67%	60%	66%
7. # Counties w/TIFs in pop. category in state	20														
8. % Counties w/TIFs in pop. category (F.7/F.1)	83%														





## **APPENDIX E**

### **TIF REVENUE USE, FEE BASIS AND CALCULATION METHOD BY JURISDICTION**



Table 1 TIF Revenue Use, Fee Basis and Calculation Method by Jurisdiction.

State Agency	Regional Agency	Local Agency	1992 Pop.	Density (pop./sq. mi.)	% Change '80 to '92	Traffic Mitigation Fee Program		Fee Use		Basis	Calc. Method	Comment
						No	Yes	Roads	Transit/Alt Mod			
Caltrans District 1	Del Norte LTC	Del Norte County	28,873	29	58.5	X		N/A	N/A	N/A	N/A	Only Building Permit fees assessed.
	Humboldt COG	Humboldt County	122,015	19	12.4	X		N/A	N/A	N/A	N/A	
	Lake COG	Lake County	53,784	43	47.9	X		N/A	N/A	N/A	N/A	
	Mendocino COG	Mendocino County	81,688	23	22.4	X		N/A	N/A	N/A	N/A	
Caltrans District 2	Lassen LTC	Lassen County	28,097	6	29.7	X		N/A	N/A	N/A	N/A	Road improvements only at this time.
	Modoc LTC	Modoc County	9,812	2	14.0	X		N/A	N/A	N/A	N/A	
	Plumas LTC	Plumas County	20,707	8	19.4	X		N/A	N/A	N/A	N/A	
	Shasta LTC	Shasta County	157,599	42	36.3		X	100%		No info.	No info.	
		City of Redding	71,521	1,397	69.9		X	100%		No info.	No info.	
	Siskiyou LTC	Siskiyou County	44,287	7	11.5	X		N/A	N/A	N/A	N/A	
	Tehama LTC	Tehama County	51,903	18	33.5		Case by case	100%	N/A	N/A	N/A	
	Trinity LTC	Trinity County	13,241	4	11.7	X		N/A	N/A	N/A	N/A	
Caltrans District 3	Butte CAG	Butte County	188,377	115	31.0	X		N/A	N/A	N/A	N/A	Did not respnd to questionnaire. Phone survey indicates have TIF.
		City of Chico	40,706	1,817	52.4		X	100%		No info.	No info.	
	Colusa LTC	Colusa County	16,837	15	31.6		X	100%		No info.	No info.	
	Glenn Co. LTC	Glenn County	25,506	19	19.5	X		N/A	N/A	N/A	N/A	
	Nevada LTC	Nevada County	83,176	87	61.1		Existing > In process >	100% X		Facility-based General Plan	Project's ADT P.M. Pk. Hr. Trips	
	SACOG	Sacramento Co. County, cont.	1,093,237	1,132	39.6		X	70-75%	25-30%	Facility-based	Project's ADT	
		City of Sacramento	382,816	3,975	38.8	X		N/A	N/A	N/A	N/A	
		City of Folsom	35,671	1,667	224.2		X	100%		Facility-based	Project's ADT	
		Sutter County	69,466	115	33.0		X	100%		No info	No info	
		Yuba City	30,412	4,408	62.3		X	100%		No info	No info	
		Yolo County	144,811	143	27.7	X		N/A	N/A	N/A	N/A	
		City of Davis	47,191	5,618	28.8		X	X	X	Facility-based	Size (by DU).	
		West Sacramento	29,935	1,425	ND		X	100%		Facility-based	Size of devlpmt.	
		Woodland	41,497	4,511	37.2		X	98%	2%	Facility-based	Size of devlpmt.	
		Yuba County	60,866	97	22.4		X	100%		No info	No info	
	Sierra LTC	Sierra County	3,264	3	6.2	X		N/A	N/A	N/A	N/A	No congestion, very little growth.
	Tahoe RTPA: El Dorado & Placer Counties						X		100% Comment	Modeling	Project's ADT	Used by jurisdiction they are collected in, for transit/AQ projects other than development mitigation; RTPA must approve.
	El Dorado LTC	El Dorado County	138,177	81	61.0		X	100%		Facility-based	Project's ADT	State Capacity IC Fee; SR 50/149. Altern. mode fee not adopted.
	Placer LTC	Placer County	187,149	133	59.6		X	100%		Facility-based	Size of devlpmt.	Also used for bikeways, if they are Class II or III.
		City of Roseville	49,328	1,650	102.6		X	100%		Facility-based	Size of devlpmt.	
		City of Rocklin	27,200				X	100%		Facility-based	Size of devlpmt.	



Table 1 TIF Revenue Use, Fee Basis and Calculation Method by Jurisdiction.

State Agency	Regional Agency	Local Agency	1992 Pop.	Density (pop./sq. mi.)	% Change '80 to '92	Traffic Mitigation Fee Program		Fee Use		Basis	Calc. Method	Comment
						No	Yes	Roads	Transit/Alt Mod			
Caltrans District 4	MTC	Alameda County	1,307,572	1,773	18.3		X	100%		Agreement	Size of devlpmt.	Subset of facility-based list politically acceptable to developers. Improvement tax (1% constr cost) goes to Gen Fund.
		Alameda City	78,940	7,378	23.6	X	(Tax)	N/A	N/A	N/A	N/A	
		Dublin	23,229	ND	ND		X	94%	6%	Facility-based	Project's ADT	
		Fremont	179,300	2,329	35.9		X	100%		Facility-based	P.M. Pk. Hr. Trips	6% spent: 19% Class I bkwys; 57.5% transit; 23.5% Pk. & Ride.
		Hayward	115,189	2,648	23.1	X	(Tax)	N/A	N/A	N/A	N/A	
		Livermore	60,045	3,064	24.2		X	100%		Facility-based	P.M. Pk. Hr. Trips	
		Newark	38,662	2,762	20.3	X		N/A	N/A	N/A	N/A	Supplemental tax charged for road improvmts. to improve capacity. Also have separate TSM plan to reduce Pk. Hr. Trips.
		Oakland	373,219	6,653	10.0	X		N/A	N/A	N/A	N/A	
		Pleasanton	54,217	3,347	54.2	X	See comment	N/A	N/A	N/A	N/A	
												General devlp. fee; portion for roads. Mitig. fees, case by case.
		Contra Costa County	840,585	1,167	28.1		By area	100%		Facility-based	P.M. Pk. Hr. Trips	
		Antioch	69,106	3,526	61.9		X	100%		Facility-based	Size of devlpmt.	
		Danville	34,922	1,973	ND		TIF + 2 fee dists	100%		Facility-based	Project's ADT	Plus, bridge improvmt. fee; Highway 4 improvmt. fee; signal fee. Two assmnt fee districts., if pay district fee, do not pay TIP fee.
		Martinez	32,340	2,888	43.2		X	100%		Facility-based	Size of devlpmt.	
		Pittsburg	50,205	4,606	50.0		X	100%		Facility-based	Size of devlpmt.	
		Pleasant Hill	31,793	4,675	24.0		X	100%		Facility-based	Size of devlpmt.	Both City TIF and Regional TIF (EastCo, 3 cities): Fwy & bypass impr
		Richmond	90,157	3,036	20.7		X	100%		Facility-based	Size of devlpmt.	
		San Pablo	26,486	10,187	34.1	X		N/A	N/A	N/A	N/A	
		San Ramon	37,431	3,283	ND		City + districts	100%		Facility-based	\$5,377/sfu	Three assessment areas. Jurisdiction is at buildout. Devlpmts that pay district assmt. fees do not pay TIP fee. Variable % apportioned to alternative modes.
		Walnut Creek	61,017	3,162	12.9		X	X	X	Facility-based	Size of devlpmt.	
		Marin County	233,661	450	5.0		TIF, two areas	100%		Facility-based	P.M. Pk. Hr. Trips	Existing TIF, 2 areas. Proposed revision, see below. Proposed Transp. Corridor Imp. Fee: Transit, 2.4%; Rail 0.5%
		Novato	48,513	1,758	11.0	X	Rev. Proposed	97.1%	2.9%	Facility-based	Projected use.	
		San Rafael	48,579	2,926	8.7		Traffic zones	100%	N/A	N/A	N/A	
										Modeling	P.M. Pk. Hr. Trips	Public facilities included in resolution of the 3 fee assessmt. districts.
		Napa County	113,220	150	14.1		X	100%		Facility-based	P.M. Pk. Hr. Trips	
		City of Napa	63,282	3,637	24.4		X					
												\$1,181 / PM pk. hr. trip. TIF by area
		Santa Clara County	1,528,527	1,184	18.0	X		N/A	N/A	N/A	N/A	
		Campbell	36,755	6,536	36.9	X		N/A	N/A	N/A	N/A	
		Cupertino	41,723	4,051	21.7	X	(Tax)	N/A	N/A	N/A	N/A	Public Facility Tax is not a transp. mitigation fee; no nexus determine
		Gilroy	32,377	3,143	49.6		X	100%		Facility-based	P.M. Pk. Hr. Trips	
		Milpitas	53,764	3,896	42.2	X		N/A	N/A	N/A	N/A	
		Mountain View	66,941	5,578	14.1	X	Case by case	N/A	N/A	N/A	N/A	No adopted fee schedule. Mitigation is required, case by case. Building & constr. tax imposed, used for road improvements.
		San Jose	801,331	4,678	27.3	X	(Tax)	N/A	N/A	N/A	N/A	
		Santa Clara	93,613	5,136	7.2		X	100%		Facility-based	PM Pk Hr Trips	
		Sunnyvale	118,438	5,408	11.1	X	Case by case	N/A	N/A	N/A	N/A	Fund improv. 40% traff. mit. fees; 60% assmnt. distr. or exist. com/ind No adopted fee schedule. Mitigation is required, case by case.
		San Mateo County	663,531	1,477	13.0	X		N/A	N/A	N/A	N/A	
		Daly City	93,358	12,448	18.9		X	100%			Size of devlpmt.	Citywide by area; additional zones with various fee rates.
		Foster City	29,060	7,647	24.8	X		N/A	N/A	N/A	N/A	
		San Bruno	39,780	6,216	12.3	X	Case by case	N/A	N/A	N/A	N/A	
		San Mateo City	86,538	7,093	11.5		X	100%		Facility-based	Size of devlpmt.	Case by case mitigation; but city is pretty built out. For improvements in the CIP and/or EPS Technical Report.
		So. San Francisco	55,610	6,179	12.6		X	100%		Facility-based	Project's ADT	
		San Francisco Co.	728,921	15,609	7.4		X		100%	Modeling	Size of devlpmt.	Transit Impact fee; used for both capac. improv. and operating costs. Transit Impact fee; used for both capac. improv. and operating costs.
		San Francisco City	728,921	15,609	7.4		X		100%	Modeling	Size of devlpmt.	
		Solano County	361,890	437	53.9		X	100%		Facility-based	By DU in MTAB	MTAB = Major Thoroughfare Areas of Benefit. No adopted fee schedule. Mitigation is required, case by case. 1.6% to altern. trans. (Class I bike trails along 2 creeks).
		Fairfield	82,192	2,289	41.5	X	Case by case	N/A	N/A	N/A	N/A	
		Vacaville	77,902	3,447	79.6		X	98.4%	1.6%	Facility-based	1 hr pk trip or EDU	
		Vallejo	113,703	3,765	41.6		X	100%			Project's ADT	

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State Agency	Regional Agency	Local Agency	1992 Pop.	Density (pop./sq. mi.)	% Change '80 to '92	Traffic Mitigation Fee Program		Fee Use		Basis	Calc. Method	Comment
						No	Yes	Roads	Transit/Alt Mod			
Dist. 4 cont.		Sonoma County	400,992	254	33.8		TIF 4 areas	100%			Project's ADT	Fees vary by area; used for road improvements in General Plan. 2.74% based on anticipated bike and transit project costs. Most of TIF is for signalization. Building fee used for general public facility improv. (including signals)
		Petaluma	44,097	3,585	30.3		X	97.26%	2.74%	Facility-based.	P.M. Pk. Hr. Trips	
		Rohnert Park	37,611	5,877	63.8		X	100%			Size of devlpmt.	
		Santa Rosa	116,554	3,459	41.0	X	See comment	100%		Facility needs	\$600/UNIT; sf fee	
Caltrans District 5	Monterey TPA	Monterey County	368,317	111	26.8		X	99%	1%	Facility-based.	Size of devlpmt.	The 1% portion is allocated for upgrade of existing bike facilities.
		City of Monterey	32,030	3,813	16.2	X		N/A	N/A	N/A	N/A	
		Marina	27,493	3,160	33.2	X		N/A	N/A	N/A	N/A	
		Salinas	114,762	6,170	42.6		X	100%		Facility-based.	Project's ADT	
	Santa Cruz LTC	Santa Cruz County	230,992	518	22.8		X	50%	50%	Facility-based.	per unit, trip end	10% is used for bikeways, 1% transit, 39% ped. facilities. May have adopted one; did not respond to questionnaire survey.
		City of Santa Cruz	48,835	3,672	17.7	?	X	100%		Facility-based.	Project's ADT	
		Watsonville	31,082	5,268	31.4		X					
	San Benito COG	San Benito County	38,395	28	53.5		X	100%		ENR index	Size of devlpmt.	Revision includes altern. modes in Plans. % not specified; plan drive
	SBCAG	Santa Barbara Co.	375,522	137	25.7		Existing> Proposed>	100%		Facility-based	P.M. Pk. Hr. Trips.	
		Buellton	3,506	ND	not incorp		X	100%	X	Facility-based	P.M. Pk. Hr. Trips.	
		Carpinteria	13,747	ND	26.9		X	100%		Facility-based	Size of devlpmt.	
		Lompoc	40,146	3,584	52.8		X	100%		Facility-based	P.M. Pk. Hr. Trips.	
		Santa Barbara	85,119	4,504	14.4	X		N/A	N/A	Facility-based	P.M. Pk. Hr. Trips.	
		Santa Maria	64,112	3,727	61.6		X	100%		Facility-based	Size of devlpmt.	
		Solvang	4,741	ND	not incorp		X	100%		Facility-based	P.M. Pk. Hr. Trips.	
	San Luis Obispo COG	San Luis Obispo Co.	220,560	67	41.9		X	100%		Facility-based	P.M. Pk. Hr. Trips.	
		Arroyo Grande	14,378	ND	ND		X	100%		Facility-based	Project's ADT	
		Atascadero	23,238	ND	ND	X						
		Grover Beach	11,656	ND	ND		X	100%		Facility-based	Project's ADT	
		Morro Bay	9,664	ND	ND	X						
		Paso Robles		ND	ND		X	100%		Facility-based	Project's ADT	
		Pismo Beach	7,669	ND	ND		X	100%		Facility-based	Project's ADT	
		San Luis Obispo	41,210	4,431	20.3		X	80%	20%	Facility-based	Project's ADT	Based on policy 12% mode shift. Alt. port use: 75% bikes, 25% transi
Caltrans District 6	Fresno COG	Fresno County	705,613	118	37.1		X	100%		See comment	Project's ADT	Based on truck traffic impacts and needed capacity improvements.
		Clovis	55,031	3,848	66.7	X		N/A	N/A	N/A	N/A	
		City of Fresno	376,130	3,795	72.9		X	100%		Facility-based.	Project's ADT	
	Kern COG	Kern County	587,680	72	45.8		2 areas: see below					Two fee programs; Bakersfield area and Rosamond area.
		Rosamond Area	ND	ND	ND		X	100%		Facility-based.	Project's ADT	
		Bakersfield unincorp.	ND	ND	ND		X	100%		Portion of fac.	Project's ADT	
		City of Bakersfield	187,985	2,048	78.0		X	96.5%	3.5%	Needs driven	Project's ADT	
		Ridgecrest	28,606	1,375	79.6	X		N/A	N/A	N/A	N/A	Fee pays portion of facility list; supplemental studies/fees required. The 3.5% was derived through negotiation and is used for transit.
	Kings CAG	Kings County	107,384	77	45.6	X		N/A	N/A	N/A	N/A	
		Hanford	32,567	2,832	55.4		X	100%				
	Madera LTC	Madera County	99,023	46	56.9		X	100%		Facility-based.	P.M. Pk. Hr. Trips.	
		Madera City	32,232	3,129	48.3	X						
	Tulare CAG	Tulare County	331,081	69	34.7	X		N/A	N/A	N/A	N/A	
		Porterville	30,780	2,748	56.2	X		N/A	N/A	N/A	N/A	
		City of Tulare	36,436	2,566	61.7	X		N/A	N/A	N/A	N/A	
		Visalia	81,323	3,461	63.5		X	100%		Facility-based.	Project's ADT	



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						No	Yes	Roads	Transit/Alt Mod			
Caltrans District 7	SCAG	Imperial County	128,972	31	40.0	X		N/A	N/A	N/A	N/A	Bridge & Major Thoroughfare Areas of Benefit (not county-wide). Did not respond to questionnaire.
		El Centro	36,149	5,830	50.6	X		N/A	N/A	N/A	N/A	
		Los Angeles County	9,053,645	2,230	21.0		7 BMTF dist.	100%		Facility-based	Trips	
		Burbank	96,325	5,568	13.8	no info	no info	no info	no info	no info	no info	
		Compton	95,608	9,373	17.5	no info	no info	no info	no info	no info	no info	
		Glendale	177,671	5,806	27.8	no info	no info	no info	no info	no info	no info	
		Long Beach	438,771	8,775	21.4		X	73%	27%	Facility-based	P.M. Pk. Hr. Trips	
		Pasadena	132,605	5,765	12.3	no info	no info	no info	no info	no info	no info	
		Santa Monica	87,064	10,490	-1.4		X	no info	no info	no info	no info	
	VCTC	Ventura County	686,560	372	29.7		X	100%	Commen	Facility-based	Project's ADT	*Most jurisd. also charge TDM fee, re: Air Quality Plan, case by case. TDM fee use: transit, ADA ramps/sidewalks, smart cards PC. The 5% altern. modes is used 100% for Class I bikeways. TDM fee: Metrolink station impr., Arroyo Simi ped. bridge, bike paths
		Camarillo	54,812	2,979	45.0		X	100%	Comment			
		Fillmore	11,992	ND	ND		X	95%	5%	Facility-based	P.M. Pk. Hr. Trips	
		Moorpark	27,360	2,224		X	TDM offsite fee		Commen	Facility-based	Project's ADT	
		Ojai	7,613	ND	ND	X		N/A	N/A	N/A	N/A	
		Oxnard	144,805	5,935	33.8		X	100%	Commen	Facility-based	Project's ADT	
		Port Hueneme	20,319	ND	ND	X		N/A	N/A	N/A	N/A	
		San Buenaventura	94,296	4,600	27.8		X	100%	Commen	Facility-based	Size of devlpmt.	
		Santa Paula	25,522	5,548	23.5	X		N/A	N/A	N/A	N/A	
		Simi Valley	103,813	3,146	34.0		X	100%	Commen	Facility-based	Project's ADT	
		Thousand Oaks	107,522	2,168	39.5		X	100%	Commen	Facility-based	Project's ADT	
Caltrans District 8	Riverside CTC	Riverside County	1,288,435	179	94.3		See below					CVAG administers Transp. Uniform Mitig. Fee (TUMF)/req. for sales tax allocations. TUMF portion of finance pkg used solely for regional arterial improvements identified in Ordinance; 9.5 - 10% of the sales tax revenues are used by CVAG for altern. transp. improv., including transit. The TUMF is collected by CVAG.
		Coachella VAG					TUMF	90-91.5	9.5-10%	Modeling	Project's ADT	
		Eastern Riverside Co					TUMF & E.R.C	90-91.5	9.5-10%	Modeling	Project's ADT	
		Cathedral City	33,570	1,776	ND		TUMF & city	90-91.5	9.5-10%	Modeling	Project's ADT	
		Indio	38,186	2,246	76.7		TUMF & city	90-91.5	9.5-10%	Modeling	Project's ADT	
	Western Riverside COG	Palm Springs	40,623	531	25.5		TUMF & city	90-91.5	9.5-10%	Modeling	Project's ADT	Approx. 1/6 of facility-based fee; used for specific list of projects.
		Western Riverside Co										
		Corona	86,340	3,029	128.5	X		N/A	N/A	N/A	N/A	
		Hemet	39,419	2,240	75.0	X		N/A	N/A	N/A	N/A	
		Moreno Valley	132,105	2,691	ND	X		N/A	N/A	N/A	N/A	
	San BAG	Riverside	238,601	3,071	39.9		X	100%		See comment	Size of devlpmt.	
		Temecula	33,492	1,269		X		N/A	N/A	N/A	N/A	
		San Bernardino Co	1,534,343	76	71.2	X		N/A	N/A	N/A	N/A	
		Apple Valley	51,553	767	ND	X		N/A	N/A	N/A	N/A	
		Chino	63,217	3,719	57.4	X		N/A	N/A	N/A	N/A	
		Chino Hills	27,608	ND	ND	X		N/A	N/A	N/A	N/A	
		Colton	43,045	3,053	102.0	X		N/A	N/A	N/A	N/A	
		Fontana	98,633	2,771	168.0	X		N/A	N/A	N/A	N/A	
		Hesperia	57,077	1,182	ND	X		N/A	N/A	N/A	N/A	
		Montclair	29,412	5,882	30.0	X		N/A	N/A	N/A	N/A	
		Ontario	138,981	3,787	56.5	X		N/A	N/A	N/A	N/A	
		Rancho Cucamonga	111,161	2,941	101.2	X		N/A	N/A	N/A	N/A	
		Redlands	60,994	2,510	39.8	X		N/A	N/A	N/A	N/A	
		Rialto	80,903	3,816	113.7	X		N/A	N/A	N/A	N/A	
		San Bernardino	172,451	3,130	45.2	X		N/A	N/A	N/A	N/A	
		Upland	64,668	4,283	35.7	X		N/A	N/A	N/A	N/A	
		Victorville	48,147	1,152	238.6	X		N/A	N/A	N/A	N/A	
		Yucaipa	36,335	1,371	ND	X		N/A	N/A	N/A	N/A	



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						No	Yes	Roads	Transit/Alt Mod			
Caltrans District 9	Inyo LTC	Inyo County	18,381	2	2.7	X		N/A	N/A	N/A	N/A	Little devlpmt.; most of co. is public land. Mit. reqd., case by case.
	Mono LTC	Mono County	9,959	3	16.1	X		N/A	N/A	N/A	N/A	
Caltrans District 10	Alpine LTC	Alpine County	1,143	2	4.2		X	100%		no info	no info	Did not send questionnaire; fee used solely for streets & roads.
	Amador LTC	Amador County	31,863	54	65.0		X	100%		Model		
	Calveras LTC	Calveras County	35,365	35	70.8	GRIF	X	100%	N/A	Facility needs	Per lot	General Road Improvement Fund, not traffic mitigation.
		Mariposa County	15,338	11	38.1			N/A		N/A	N/A	
	Merced CAG	Merced County	189,107	98	40.5	X	See comment	100%	N/A	Traffic study	P.M. Pk. Hr. Trips	In process of developing traffic impact fee program.
		City of Merced	59,661	3,706	63.8			N/A		N/A	N/A	
	San Joaquin CO	San Joaq. Co Region	504,091				X	100%	Commen	Facility-based.	Size of devlpmt.	This is a regional fee charged by the COG, in addition to local fees. No anticipated % mode shift identified but acknowledged possibility.
		San Joaquin County	504,091	360	45.1		X	95%		Facility-based.	Project's ADT	
		Manteca	42,469	4,826	70.4		X	100%		Facility-based.	Size of devlpmt.	
		Stockton	219,621	4,175	48.1		X	100%		Facility-based.	P.M. Pk. Hr. Trips	
		Tracy	39,134	4,076	112.4		X	100%		no info	no info	
	Stanislaus COG	Stanislaus County	395,215	264	48.6		X	100%		Facility-based.	Size of devlpmt.	Questionnaire sent; jurisdiction did not respond.
		Ceres	28,742	5,133	116.4		X	no info	no info	no info	no info	
		Modesto	172,292	5,705	61.1		X	no info	no info	no info	no info	
		Turlock	45,743	4,765	74.0		X	no info	no info	no info	no info	
	Tuolumne COG	Tuolumne County	50,757	23	49.6		X	no info	no info	no info	no info	Questionnaire sent; jurisdiction did not respond.
Caltrans District 11	SANDAG	San Diego County	2,601,055	619	39.7	X	X	100%	no info	See comment	Project's ADT	Mitigation fees for traffic signal fees only; computed case by case.
		Carlsbad	67,360	1,707	81.3		X	100%		Facility-based.	Project's ADT	
		Chula Vista	144,752	4,991	72.5		X	100%		Facility-based.	Project's ADT	Questionnaire sent; jurisdiction did not respond.
		Coronado	26,053	3,384	38.7		X	100%		no info	no info	
		El Cajon	92,483	6,422	25.2			N/A		N/A	N/A	Questionnaire not sent.
		Encinitas	56,635	3,164	ND		X	100%		no info	no info	
		Escondido	113,161	3,179	75.8		X	100%		no info	no info	Questionnaire sent; jurisdiction did not respond.
		Imperial Beach	27,330	6,356	20.5		X	100%		no info	no info	Questionnaire not sent.
		Lemon Grove	23,948	ND	ND		X	100%		no info	no info	Questionnaire not sent.
		National City	57,408	7,554	17.7		X	100%		no info	no info	Questionnaire not sent.
		Oceanside	139,718	3,433	82.2		X	100%		Facility-based.	Size of devlpmt.	Questionnaire not sent.
		Poway	46,004	1,171	ND		X	100%		no info	no info	
		San Diego	1,148,851	3,546	31.2		X	X	X	Facility-based.	ADT and Size Dev	49 communities; fees vary. Used for bike fac., P&R lots, Ped oc/uc.
		San Marcos	42,096	1,814	140.8		X	100%		no info	no info	Questionnaire not sent.
		Santee	54,923	3,454	ND		X	100%		no info	no info	Questionnaire not sent.
		Vista	76,036	4,248	112.2		X	100%		no info	no info	Questionnaire sent; jurisdiction did not respond.

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						No	Yes	Roads	Transit/Alt Mod			
Caltrans Distr. 12	Orange County	Transportation Authority					Req'd all jurisd.	Primarily		Facility-based	Varies by agency	Calc: PM PkHrTrips; ADT; Size; % building constr. valuation used. All jurisdictions required by Sales Tax Measure to adopt fee program. (Ave. const cost/lane mile)(PM PkTr XAv.Tr.Length)/assumed capacity 1700vehicles per lane per mile. Based on net incr. in trip ends, with credit given for trip red. thru TDM  Irvine Business Complex Fee Prog.: \$3mill for alt. modes, use not specific Irvine System Development Fee.
		Orange County	2,484,789	3,146	28.6		X	100%		Facility-based		
		Anaheim	274,162	6,189	24.9		X	100%		See comment	See comment	
		Brea	33,537	3,354	20.1		X	100%		Facility-based	See OCTA	
		Costa Mesa	96,240	6,169	16.6		X	100%		Facility-based	Project's ADT	
		Dana Point	36,725	5,564	ND		X	100%		Facility-based	See OCTA	
		Fullerton	115,476	5,225	12.9		X	100%		Facility-based	See OCTA	
		Garden Grove	145,874	8,149	18.3		X	100%		Facility-based	See OCTA	
		Irvine	119,389	2,822	92.1		2 fee programs	X	\$3Million	Facility-based	Size of devlpment	
		Irvine, continued						100%		Bldg valuation	1/2 of 1% of value	
		Laguna Niguel	49,982	3,400	ND		X	100%		Facility-based	See OCTA	
		La Habra	52,100	7,137	15.2		X	100%		Facility-based	See OCTA	
		Mission Viejo	53,764	4,345	ND		X	100%		Facility-based	See OCTA	
		City of Orange	113,591	4,875	24.2		X	100%		Facility-based	See OCTA	
		Placentia	41,393	6,272	18.1		X	100%		Facility-based	See OCTA	
		San Clemente	43,135	2,465	57.9		X	100%		Facility-based	See OCTA	
		Santa Ana	288,024	10,628	41.2		X	100%		Facility-based	See OCTA	
		San Juan Capistrano	27,658	1,948	45.9		X	100%		Facility-based	See OCTA	
		Stanton	30,310	9,777	27.8		X	100%		Facility-based	See OCTA	
		Tustin	53,307	4,717	65.3		X	100%		Facility-based	See OCTA	
		Yorba Linda	56,806	3,246	101.1		X	100%		Facility-based	See OCTA	

## **APPENDIX F**

### **EXAMPLE CITY FEE ORDINANCE AND RESOLUTION City of Petaluma**





CITY OF PETALUMA  
TRAFFIC MITIGATION FEE ORDINANCE

October 16, 1995

1  
2  
3 **AGENDA ITEM:**

4 **KEY WORD:** Traffic Mitigation Fee Update

5 **MEETING DATE:** October 16, 1995  
6  
7

8 **DEPARTMENT:** Engineering and Finance Departments  
9 Thomas S. Hargis, Director of Engineering  
10 David W. Spilman, Finance Director  
11

12 **REQUESTED COUNCIL ACTION:** To review draft resolution changing the traffic mitigation  
13 fees and hold a public meeting for comments regarding the increase in the fees. No additional  
14 action of the City Council is necessary at this meeting.  
15

16 **RECOMMENDATION:** To review staff report, draft resolution and open public meeting.  
17  
18

19 **BACKGROUND:** The City's traffic mitigation development impact fee was implemented in  
20 March, 1991. The Municipal Code Chapter 11.80 was adopted at that time to establish  
21 regulations that would comply with State Law (known as "AB 1600") regarding these types of  
22 fees.  
23

24 The fee is applied to all new residential and non-residential development to pay for traffic  
25 improvements which would offset their development impact. The fee amount and application to a  
26 particular development is determined by an ITE (Institute of Transportation Engineers) standard  
27 net P.M. peak hour trip rates for the type of land use.  
28

29 The revenue from the fee is used to fund Streets and Circulation projects. The City Council  
30 annually reviews these projects in the Five Year CIP updates and the annual budget. Since 1991,  
31 the City has collected \$5,291,177 in fees and spent \$1,132,517 for streets and circulation projects.  
32 The remaining funds and future fees are allocated to projects listed in the Five Year CIPs and  
33 other projects on the fee project list.  
34

35 The process to initially develop the fee was complex and time consuming. State Law and City  
36 Code requires a nexus between the new development traffic impact and the costs of improvements  
37 to mitigate the impact. The difficulty comes when trying to determine the proportional share of  
38 impacts and costs between existing development and new residential/non-residential development.  
39 In Chapter 11.80, the process to determine the nexus and allocations is set out and the fee for  
40 residential and non-residential development was established.  
41

42 This update does not recommend any changes in the process to determine or allocate the fee.  
43 Adjustments are recommended only to the project list, project costs and funding sources,  
44 projected trip allocations and development projections to build out.  
45



## FEE CHANGE

The residential traffic mitigation fee is applied to five types of land use and is recommended to increase 4.2% from \$2,872 to \$2,992 per P.M. peak hour trip per unit. The non-residential fee is also applied to five types of land uses and is recommended to increase 3% from \$1,291 to \$1,330 per P.M. peak hour trip per 1,000 square feet of development. Attached is a summary of the fees and land use types (Attachment A)

The traffic mitigation fee for a single family house will increase \$121 from \$2,886 to \$3,007. The fee for a 10,000 square foot office development would increase \$750 from \$25,440 to \$26,190.

The 3% to 4.2% fee increases are less than the increase in the construction costs index for the bay area of 6.7% since 1991. Also attached is a summary of similar fees in other Sonoma County cities for a single family residence (Attachment B).

## PROJECT COSTS

The list of projects to be funded from this fee has been adjusted for completed projects, to reflect changes in project costs and identification of additional projects that were not included in the original list. In addition, the detail to the citywide traffic system improvements and alternative transportation projects have been listed. All of these projects reflect the estimated transportation improvements necessary to implement the transportation element of the General Plan and reduce the impacts increased traffic volumes. The alternative transportation projects address other transportation related improvements that reduce the impacts instead of increasing capacity.

The scope and cost estimates for some of the projects that extend ten to fifteen years are preliminary estimates and will be refined in future updates.

The allocation of costs between existing and new development is based on the projected traffic volumes and the portion of the project that will increase capacity. Again, these allocations for some of the projects are preliminary and will be refined in future updates.

Another change relating to project costs is the available project funding from other sources. As projects become eligible for new Federal or State grants or other sources of funds, the allocation percentage to new development will also change depending the funding sources.

## FEE CALCULATION

Attached is a summary of the traffic mitigation fee calculation process (Attachment C). The total project costs of \$75,837,418 are allocated between existing and new development (Attachment D). Of the \$49,041,384 of costs that are allocated to new development, an estimated \$28,948,704 will be funded from other funding sources such as grants, special assessments or other funds (Attachment E). The formula allocates the costs and funding from other sources between residential and non-residential development by the type of projected trip generations. This leaves an estimated \$20,092,681 to be funded from future traffic mitigation fees.

1  
2 The \$20,092,681 in costs to be funded from future traffic mitigation fees is allocated between  
3 residential (\$14,230,663) and non-residential (\$5,862,107). These amounts are then divided by  
4 the potential future development to obtain an fee per residential unit or non-residential square  
5 foot. The general plan buildout projects an estimate of 500 residential units per year to 2005.  
6 The actual development has been less and the estimate of 4,757 units is based on 80% of the  
7 general plan estimate. The non-residential floor area of 4.4 million square feet is based on the  
8 projected available land for this use at a 25% building coverage (Attachment F)  
9

## 10 PUBLIC NOTICES

11  
12 State law requires notification of persons that have specifically requested notice on any fee  
13 increases. These notices have been sent to the two requests on file in the City Clerk's Office. In  
14 addition, a notice and copy of the fee increase was sent to the Building Industry Association.  
15

16 State law is unclear on the requirements for a 45 day notice and two public meetings/hearings  
17 prior to increasing this type of fee. However, we have made the required notices and this is the  
18 first public meeting. Attached is a copy of the public notice that was published in the newspaper  
19 (Attachment G).  
20

## 21 NEXT STEPS

22  
23 Attached are drafts of the resolutions that will be submitted to the City Council for adoption on  
24 November 6th after the second public hearing. The increased fee will become effective 60 days  
25 after adoption of the resolution, per the Municipal Code. The new fee will be applied to all  
26 building permits issued after January 5, 1996.  
27

28 **ALTERNATIVES:** Adjust project list, funding allocations or formula for determining the fee as  
29 the City Council directs.  
30

31 **CONSEQUENCES OF NOT ACTING:** The current fee will remain and projects proposed for  
32 future funding from the fee increase will not be able to be funded. New development will not be  
33 paying for their fair share of future improvements.  
34

35 **ACTION FOLLOWING AUTHORIZATION:** The next public hearing is scheduled for  
36 November 6, 1995 at 3:00 P.M. The City Council will then consider adopting the resolution  
37 adjusting the factors that determine the traffic mitigation fee.

# CITY OF PETALUMA TRAFFIC MITIGATION FEE ANALYSIS

TYPE OF LAND USE	NET TRIP RATE	MEASURING FACTOR	CURRENT FEE		PROPOSED FEE		CHANGES TO FEE	
			P.M. PEAK HOUR FEE		P.M. PEAK HOUR FEE		AMOUNT	%
			RESIDENTIAL- COMM/INDUS-	\$2,872 \$1,291	RESIDENTIAL- COMM/INDUS-	\$2,992 \$1,330		
RESIDENTIAL								
SINGLE FAMILY OR DUPLEX	1.005	PER DWELLING UNIT		\$2,886		\$3,007	\$121	4.2%
MULTI-FAMILY (3+ UNITS)	0.63	PER DWELLING UNIT		\$1,809		\$1,885	\$76	4.2%
MANUFACTURED HOME	0.559	PER DWELLING UNIT		\$1,605		\$1,672	\$67	4.2%
SENIOR HOUSING	0.4	PER DWELLING UNIT		\$1,149		\$1,197	\$48	4.1%
ASSESSORY DWELLING	0.63	PER DWELLING UNIT		\$1,809		\$1,885	\$76	4.2%
NON-RESIDENTIAL								
			Fee at 1,000 square feet	Per sq ft	Fee at 1,000 square feet	Per sq ft		
COMMERCIAL								
MOTEL/HOTEL	0.645	PER ROOM		\$833		\$858	\$25	3.0%
OTHER RETAIL	1.869	PER 1,000 SF		\$2,414	\$ 2.41	\$2,485	\$ 2.48	\$71 2.9%
OFFICES								
ALL OFFICE USES	1.97	PER 1,000 SF		\$2,544	\$ 2.54	\$2,619	\$ 2.62	\$75 3.0%
INDUSTRIAL								
ALL INDUSTRIAL USERS (1)	0.749	PER 1,000 SF		\$967	\$ 0.97	\$996	\$ 1.00	\$29 3.0%
MINI STORAGE	0.029	PER 1,000 SF		\$37	\$ 0.04	\$39	\$ 0.04	\$2 4.2%
(1) Includes manufacturing and warehouse type of uses.								

ATTACHMENT A



CITY OF PETALUMA  
COMPARISON OF TRAFFIC MITIGATION FEES  
FOR SINGLE FAMILY RESIDENCE

**Petaluma**

<b>Proposed</b>	<b>\$3,007</b>
<b>Current</b>	<b>2,886</b>

Windsor	5,246
---------	-------

Rohnert Park	4,496 (1)
--------------	-----------

Santa Rosa	3,740
------------	-------

Sebastopol	3,047
------------	-------

Healdsburg	2,976
------------	-------

Cloverdale	1,434
------------	-------

Cotati	250
--------	-----

(1) Included with Community Facilities Fees

Source: City of Healdsburg Survey, August, 1995

**CITY OF PETALUMA  
SUMMARY OF TRAFFIC MITIGATION FEE CALCULATION**

**PROJECT COSTS**

TOTAL ESTIMATED COSTS OF TRANSPORTATION IMPROVEMENT PROJECTS TO IMPLEMENT GENERAL PLAN POLICIES	\$75,837,418
PORTION TO BE FUNDED FROM EXISTING DEVELOPMENT	\$26,796,034
TRANSPORTATION IMPROVEMENTS TO BE FUNDED FROM TRAFFIC MITIGATION FEES TO NEW DEVELOPMENT	\$49,041,384

**FEE CALCULATION BY SOURCE**

	RESIDENTIAL	COMMERCIAL, OFFICE AND INDUSTRIAL	TOTALS
PROJECTED TRAFFIC GENERATION IMPACT BY SOURCE	49.7%	50.3%	100.0%
ALLOCATION OF TRANSPORTATION IMPROVEMENT PROJ COSTS TO BE FUNDED FROM NEW DEVELOPMENT	\$24,397,301	\$24,644,084	\$49,041,384
LESS CREDITS FOR PREVIOUSLY COLLECTED FEES AND OTHER SOURCES AVAILABLE TO BENEFIT NEW DEVELOPMENT	(\$10,166,637)	(\$18,782,066)	(\$28,948,704)
NET TRANSPORTATION IMPROVEMENT COSTS TO BE FUNDED BY NEW DEVELOPMENT THROUGH TRAFFIC MITIGATION FEES	<u>\$14,230,663</u>	<u>\$5,862,017</u>	<u>\$20,092,681</u>
DIVIDE NET AMOUNT ABOVE BY PROJECTED RESIDENTIAL AND NON RESIDENTIAL DEVELOPMENT FROM 1995 TO GENERAL PLAN BUILDOUT	4,757 (Residential Units)	4,408,924 (Sq. Feet of Commercial, Office and Industrial)	

**TRAFFIC IMPACT FEE FOR EACH P.M.  
PEAK HOUR TRIP ALL CATEGORIES**

<u>\$2,992</u>	<u>\$1,330</u>
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**CITY OF PETALUMA**  
**TRAFFIC MITIGATION FEE ANALYSIS**  
**PROJECTED PROJECT COSTS AND ALLOCATION**  
**COSTS BASIS - FY95 TO FY99 CIP**

PROJECT IMPROVEMENT	ESTIMATED PROJECT COST	PERCENT ALLOCATED TO DEVELOPMENT		COSTS ALLOCATED TO DEVELOPMENT	
		EXISTING	NEW	EXISTING	NEW
ALTERNATIVE TRANSPORTATION PROJECTS	4,115,000	87%	13%	3,565,000	550,000
BODEGA AVENUE -NO. WEBSTER TO CITY LIMITS	1,540,000	10%	90%	154,000	1,386,000
CITYWIDE TRAFFIC SYSTEM IMPROVEMENTS	5,532,000	52%	48%	2,852,500	2,679,500
CORONA RD- INDUSTRIAL AVE & PBN INTERSECTION IMPR	1,500,000	10%	90%	150,000	1,350,000
E. D ST / LAKEVILLE RAILROAD CROSSING	1,000,000	20%	80%	200,000	800,000
E. WASHINGTON/PAYRAN INTERSECTION IMPV	250,000	50%	50%	125,000	125,000
HIGHWAY 116 IMPROVEMENTS	10,979,700	27%	73%	2,930,000	8,049,700
LAKEVILLE ST WIDENING -WASH TO D	472,000	70%	30%	330,400	141,600
MAGNOLIA AVENUE WIDENING PHASE I	500,000	10%	90%	50,000	450,000
MEDIAN INSTALLATION- MAJOR ARTERIALS	450,000	50%	50%	225,000	225,000
NO MCDOWELL/WASHINGTON INTERSECTION	4,700,000	21%	79%	999,972	3,700,028
OLD REDWOOD HWY OVERCROSSING	12,815,718	60%	40%	7,737,105	5,078,613
OLD REDWOOD HWY/WILLOWBROOK BRIDGE	2,325,000	50%	50%	1,162,500	1,162,500
PBN/OLD REDWOOD HWY RAMP IMP	1,458,000	38%	62%	549,000	909,000
RAINIER OVERCROSSING/INTERCHANGE	26,700,000	20%	80%	5,390,556	21,309,444
SONOMA MTN PARKWAY TO NO MCDOWELL	1,500,000	25%	75%	375,000	1,125,000
<b>TOTALS</b>	<b>75,837,418</b>	<b>35%</b>	<b>65%</b>	<b>26,796,034</b>	<b>49,041,384</b>



## ATTACHMENT D-1

CITY OF PETALUMA  
TRAFFIC MITIGATION FEE ANALYSIS  
PROJECT DETAIL

## ALTERNATIVE TRANSPORTATION PROJECTS

	ESTIMATED PROJECT COST	PERCENT ALLOCATED TO DEVELOPMENT		COSTS ALLOCATED TO DEVELOPMENT	
		EXISTING	NEW	EXISTING	NEW
CYCLE LANES	450,000	75%	25%	337,500	112,500
NCH CREEK BIKE TRAIL	240,000	100%	0%	240,000	0
NCH CREEK TRAIL/BRIDGE	280,000	100%	0%	280,000	0
PEDESTRIAN MOBILITY	450,000	75%	25%	337,500	112,500
PETALUMA RIVER VISTA	115,000	100%	0%	115,000	0
YELLOW BROOK TRAIL	280,000	100%	0%	280,000	0
WASHINGTON CREEK TRAIL	300,000	75%	25%	225,000	75,000
WORK-N-RIDE DEVELOPMENT	1,000,000	75%	25%	750,000	250,000
TRANSIT HUB	1,000,000	100%	0%	1,000,000	0

## TOTAL ALTERNATIVE TRANSPORTATION PROJECTS

	4,115,000	87%	13%	3,565,000	550,000
--	-----------	-----	-----	-----------	---------

## TRAFFIC SIGNALS

Left Turn Pullouts Various Locations	100,000	100%	0%	100,000	-
Left Turn Pullouts Washington St	150,000	100%	0%	150,000	-
Left Turn Signal at Casa Grande/McDowell Blvd So Signal	150,000	0%	100%	-	150,000
Left Turn Signal at Caulfield/Ely Blvd So Signal	150,000	0%	100%	-	150,000
Left Turn Signal at Street Interconnect	54,000	89%	11%	48,000	6,000
Left Turn Signal at Washington/Ely/SMP Signal	150,000	63%	37%	94,000	56,000
Left Turn Signal at Washington/Payran Signal	60,000	0%	100%	-	60,000
Left Turn Signal at y Blvd So/Fraser Signal	150,000	0%	100%	-	150,000
Left Turn Signal at uth/D Street Signal	160,000	67%	33%	107,000	53,000
Left Turn Signal at eville Signal Interconnect	160,000	89%	11%	142,000	18,000
Left Turn Signal at McDowell /Corona Street Lighting	202,000	100%	0%	202,000	-
Left Turn Signal at McDowell Blvd @ Baywood Signal	120,000	67%	33%	80,000	40,000
Left Turn Signal at McDowell Blvd Interconnect	134,000	78%	22%	104,000	30,000
Left Turn Signal at McDowell Blvd So/Caulfield Signal Upgrade	80,000	0%	100%	-	80,000
Left Turn Signal at Payran/Caulfield Signal	150,000	0%	100%	-	150,000
Left Turn Signal at Petaluma Blvd @ B Street Signal	100,000	60%	40%	60,000	40,000
Left Turn Signal at Petaluma Blvd No @ Putnam Plaza	40,000	100%	0%	40,000	-
Left Turn Signal at Petaluma Blvd No/Shasta Signal	150,000	67%	33%	101,000	49,000
Left Turn Signal at Petaluma Blvd Signal Interconnect	182,000	76%	24%	138,000	44,000
Left Turn Signal at Petaluma Blvd So/Mc Near Signal	150,000	0%	100%	-	150,000
Left Turn Signal at Petaluma Blvd So/Mtn View Signal	150,000	67%	33%	101,000	49,000
Left Turn Signal at Petaluma Blvd/T Street Signal	117,000	0%	100%	-	117,000
Left Turn Signal at Petaluma Blvd/Western Signal	100,000	0%	100%	-	100,000
Left Turn Signal at Pioneer Ave /Maria Drive Signal	150,000	0%	100%	-	150,000
Left Turn Signal at Signal Re-Timing Citywide	45,000	78%	22%	35,000	10,000
Left Turn Signal at Traffic Control Signing	360,000	100%	0%	360,000	-
Left Turn Signal at Traffic Signal Interconnect Completion	250,000	100%	0%	250,000	-
Left Turn Signal at Traffic Signal Upgrades	360,000	0%	100%	-	360,000
Left Turn Signal at Washington Street Interconnect	178,000	100%	0%	178,000	-
Left Turn Signal at Washington/Liberty Signal	120,000	0%	100%	-	120,000
Left Turn Signal at y /Casa Grande Signal	150,000	0%	100%	-	150,000
Left Turn Signal at Petaluma Blvd/Washington Upgrade	60,000	0%	100%	-	60,000
Left Turn Signal at Railroad Crossing Upgrade	750,000	75%	25%	562,500	187,500
Left Turn Signal at Western /Howard Signal	150,000	0%	100%	-	150,000

## TOTAL CITYWIDE TRAFFIC SIGNALS

	5,532,000	52%	48%	2,852,500	2,679,500
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**CITY OF PETALUMA  
TRAFFIC MITIGATION FEE ANALYSIS  
NET PROJECT COST FROM TRAFFIC MITIGATION FEE**

PROJECT IMPROVEMENT	PROJECT COSTS	PROJECT CREDITS FOR PRIOR FEES				NET AMOUNT TO	% OF FEE	% OF TOTAL PROJECT
	ALLOCATED TO	COLLECTED, LESS EXPENDITURES AND				BE RAISED BY		
	NEW DEVELOPMENT	OTHER SOURCES OF FUNDS				TRAFFIC IMPACT		
		Prior Fees/Expenditures	Other Sources of Funds		FEES ON			
	Residential	Commercial/ Industrial	Residential	Commercial/ Industrial	NEW DEVELOPMENT			
	92.1%	7.9%						
ALTERNATIVE TRANSPORTATION PROJECTS	550,000				550,000	2.74%	13%	
BODEGA AVENUE -NO WEBSTER TO CITY LIMITS	1,386,000	426,471	36,581		922,947	4.59%	60%	
CITYWIDE TRAFFIC SYSTEM IMPROVEMENTS	2,679,500	-474,911	-40,736		3,033,147	15.10%	55%	
CORONA RD- INDUSTRIAL AVE & PBN INTERSECTION IMPR	1,350,000				1,350,000	6.72%	90%	
E D ST / LAKEVILLE RAILROAD CROSSING	800,000	195,772	16,793		587,435	2.92%	59%	
E WASHINGTON-PAYRAN INTERSECTION IMPV	125,000				125,000	0.62%	50%	
HIGHWAY 116 IMPROVEMENTS	8,049,700	-23,060	-1,978		6,676,700	1,398,038	6.96%	13%
LAKEVILLE ST WIDENING -WASH TO D	141,600	130,414	11,186		0	0.00%	0%	
MAGNOLIA AVENUE WIDENING PHASE I	450,000	366,929	31,474		51,597	0.26%	10%	
MEDIAN INSTALLATION- MAJOR ARTERIALS	225,000				225,000	1.12%	50%	
NO MCDOWELL-WASHINGTON INTERSECTION	3,700,028	900,899	77,276		1,300,000	1,421,853	7.08%	30%
OLD REDWOOD HWY OVERCROSSING	5,078,613	1,547,085	132,703			3,398,824	16.92%	27%
OLD REDWOOD HWY/WILLOWBROOK BRIDGE	1,162,500					1,162,500	5.79%	50%
PBN OLD REDWOOD HWY RAMP IMP	909,000				694,000	215,000	1.07%	15%
RAINIER OVERCROSSING/INTERCHANGE	21,309,444	1,283,672	110,109	5,813,366	9,575,959	4,526,338	22.53%	17%
SONOMA MTN PARKWAY TO NO MCDOWELL	1,125,000					1,125,000	5.60%	75%
TOTALS	49,041,384	4,353,271	373,408	5,813,366	18,408,659	20,092,681	100.00%	26%

ATTACHMENT E

**CITY OF PETALUMA  
TRAFFIC MITIGATION FEE ANALYSIS  
CALCULATION OF FEE BY LAND USE TYPE**

ALLOCATION OF COSTS BY SOURCE OF TRAFFIC IMPACT	PERCENT TRIP GENERATION BY SOURCE	EST PROJECT COSTS FUNDED FROM NEW DEVELOPMENT	LESS CREDITS FOR COLLECTED FEES AND OTHER FUNDING SOURCES	NET AMOUNT TO BE RAISED BY DEVELOPMENT FEES
RESIDENTIAL	49.7%	\$24,397,301	(\$10,166,637)	\$14,230,663
COMMERCIAL, OFFICE AND INDUSTRIAL	50.3%	24,644,084	(18,782,066)	5,862,017
<b>TOTALS</b>	<b>100.0%</b>	<b>\$49,041,384</b>	<b>(\$28,948,704)</b>	<b>\$20,092,681</b>

TRAFFIC DEVELOPMENT IMPACT FEE BY TYPE OF DEVELOPMENT	NET REVENUE TO BE RAISED BY DEVELOPMENT FEES	DIVIDED BY PROJECTED DEVELOPMENT UNITS TO 2005	TRAFFIC IMPACT FEE FOR EACH TYPE OF DEVELOPMENT FOR EACH P. M. PEAK HOUR TRIP
RESIDENTIAL DEVELOPMENT IMPACT	\$14,230,663	4,757 RESIDENTIAL UNITS =	<b>\$2,992 PER RESIDENTIAL UNIT</b>
COMMERCIAL/OFFICE/INDUSTRIAL IMPACT	5,862,017	4,408,924 COMMERCIAL/INDUST SQ FT=	<b>\$1,330 PER 1,000 SQUARE FEET</b>
<b>TOTAL</b>	<b>\$20,092,681</b>		

ATTACHMENT F



CITY OF PETALUMA  
PUBLIC NOTICE OF INTENT TO INCREASE  
TRAFFIC IMPACT FEE ON NEW DEVELOPMENT

The traffic impact fee is imposed on all new development within the City by type and size of development. The fee was established under Chapter 11.80 of the Petaluma Municipal Code. The current fee rates are set by Resolution #91-45, N.C.S. Below is the proposed changes in the current fee rates:

	Measuring Factor	Current	Proposed
<b>Residential</b>			
Single Family or Duplex	Per Unit	\$2,886	\$3,007
Multi-Family (3+ Units)	Per Unit	\$1,809	\$1,885
Manufactured Home	Per Unit	\$1,605	\$1,672
Senior Housing	Per Unit	\$1,149	\$1,197
Accessory Dwelling	Per Unit	\$1,809	\$1,885
<b>Non-Residential</b>			
Commercial			
Motel/Hotel	Per Room	\$833	\$858
Other Retail	Per 1,000 SF	\$2,414	\$2,485
All Office Uses	Per 1,000 SF	\$2,544	\$2,619
All Industrial Users (1)	Per 1,000 SF	\$967	\$996
Mini Storage	Per 1,000 SF	\$37	\$39

(1) Includes manufacturing and warehouse type of uses.

The estimated annual revenue to be raised by the fee is dependent on development activity. The estimated amount for FY 95-96 is \$1,350,300. The application of the traffic impact fee is charged on all new development in the City and is payable at the issuance of the certificate of occupancy. Specific application of the fee and any credits or exemptions are further described in Chapter 11.80 of the Petaluma Municipal Code which is available for review at the City Clerk's Office.

A public meeting will be held on October 16, 1995 at 3:00 P.M. and public hearing will be held on November 6, 1995 at 3:00 P.M. to hear comments on the proposed traffic mitigation fee increase. The increase would become effective for all building permits issued after January 5, 1996.

For further information, please contact David Spilman, Finance Director at City Hall, 11 English Street or call (707) 778-4352.

1 A RESOLUTION AMENDING TRAFFIC IMPACT FEE  
2 PURSUANT TO PETALUMA MUNICIPAL CODE SECTION 11.80.050  
3

4 WHEREAS, on January 22, 1991, the City Council adopted Ordinance No. 1837 N.C.S.,  
5 which added Chapter 11.80 (Traffic Impact Fee on Development) to the Petaluma Municipal  
6 Code; and  
7

8 WHEREAS, Section 11.80.050 (J) provides that the net Peak Hour Trip Rate for each  
9 Land Use Category shall be established by resolution of the City Council; and  
10

11 WHEREAS, Section 11.80.050 provides that the rate of the Traffic Impact Fee shall be  
12 calculated in accordance with the procedures in that section and established by resolution of the  
13 City Council; and  
14

15 WHEREAS, on February 19, 1991, the City Council adopted Resolution 91-45 N.C.S. to  
16 set the rate of the Traffic Impact Fee in accordance with the procedures in Section 11.80.050 of  
17 the Ordinance; and  
18

19 WHEREAS, on October 16 and November 6, the City Council held a duly noticed public  
20 meeting and hearing to consider testimony and correspondence from members of the public and  
21 staff; and  
22

23 WHEREAS, the City Council hereby adopts and incorporates herein by this reference the  
24 findings and determinations attached hereto as Exhibit A.  
25

26 NOW, THEREFORE, BE IT RESOLVED by the Petaluma City Council that Resolutuion  
27 91-45 N.C.S. is hereby repealed; and  
28

29 BE IT FURTHER RESOLVED that the following net P.M. peak hour trip rates and  
30 Traffic Impact Fee rates for land use categories are hereby established in accordance with  
31 Petaluma Municipal Code Section 11.80.050 as shown in Exhibit F.

The City Council of the City of Petaluma finds and determines as follows:

1. The Peak Hour Trip Rates listed in this Resolution represent a reasonable estimate of the actual trip generation rates for the various land use categories identified.
2. The Transportation Improvements necessary to implement the Transportation Element of the City General Plan and to reduce the adverse impacts caused by the increased traffic volume generated by future growth are those improvements identified in the City General Plan, the Economic and Planning Systems Study, and other documents referenced therein. The need for these Transportation Improvements is directly related to the types of development anticipated in the areas covered by the various Land Use Categories.
3. The total costs necessary to construct or provide the Transportation Improvements for all development (not including frontage improvements expected to be required pursuant to the City's Building, Zoning and Subdivision Ordinances) are estimated to equal the sum of \$75,837,418. Of these costs, \$26,796,034 will benefit existing development (Exhibit B).
4. At the present time, there is identified \$28,948,704 in other funds that will be available to pay for the transportation improvement costs benefiting new development. The net transportation improvement costs to be funded from fees is estimated at \$20,092,681 (Exhibit C).
5. The estimated peak hour trip rates from 1990 to 2005 are 63,790 of which 31,735 (49.7%) are attributable to residential growth and 32,056 (50.3%) are attributable to non-residential growth (Exhibit D).
6. The percentage of growth by residential or non-residential trips is applied to the transportation improvement costs attributed to new development. The other fund credits are subtracted to generate a net transportation cost of \$14,230,663 for residential growth and \$5,862,017 non-residential growth (Exhibit E).
7. The number of additional residential units is estimated to be ~~7,500~~<sup>4757</sup> and the increase of non-residential square footage is estimated to be ~~6,000,000~~<sup>4408,924 (Exhibit E)</sup>.
8. The net transportation cost is divided by the units of growth to result in a traffic impact fee for a P.M. peak hour trip of \$2,992 for residential development per unit and \$1,330 for non-residential development per 1,000 square feet (Exhibit E).
9. The revenues from the traffic impact fees will be used to pay for the transportation improvements necessitated by new development.



**CITY OF PETALUMA**  
**TRAFFIC MITIGATION FEE ANALYSIS**  
**PROJECTED PROJECT COSTS AND ALLOCATION**  
**COSTS BASIS - FY95 TO FY99 CIP**

PROJECT IMPROVEMENT	ESTIMATED PROJECT COST	PERCENT ALLOCATED TO DEVELOPMENT		COSTS ALLOCATED TO DEVELOPMENT	
		EXISTING	NEW	EXISTING	NEW
ALTERNATIVE TRANSPORTATION PROJECTS	4,115,000	87%	13%	3,565,000	550,000
BODEGA AVENUE -NO. WEBSTER TO CITY LIMITS	1,540,000	10%	90%	154,000	1,386,000
CITYWIDE TRAFFIC SYSTEM IMPROVEMENTS	5,532,000	52%	48%	2,852,500	2,679,500
CORONA RD- INDUSTRIAL AVE & PBN INTERSECTION IMPR	1,500,000	10%	90%	150,000	1,350,000
E. D ST / LAKEVILLE RAILROAD CROSSING	1,000,000	20%	80%	200,000	800,000
E. WASHINGTON/PAYRAN INTERSECTION IMPV	250,000	50%	50%	125,000	125,000
HIGHWAY 116 IMPROVEMENTS	10,979,700	27%	73%	2,930,000	8,049,700
LAKEVILLE ST WIDENING -WASH TO D	472,000	70%	30%	330,400	141,600
MAGNOLIA AVENUE WIDENING PHASE I	500,000	10%	90%	50,000	450,000
MEDIAN INSTALLATION- MAJOR ARTERIALS	450,000	50%	50%	225,000	225,000
NO MCDOWELL/ WASHINGTON INTERSECTION	4,700,000	21%	79%	999,972	3,700,028
OLD REDWOOD HWY OVERCROSSING	12,815,718	60%	40%	7,737,105	5,078,613
OLD REDWOOD HWY/ WILLOWBROOK BRIDGE	2,325,000	50%	50%	1,162,500	1,162,500
PBN/ OLD REDWOOD HWY RAMP IMP	1,458,000	38%	62%	549,000	909,000
RAINIER OVERCROSSING/ INTERCHANGE	26,700,000	20%	80%	5,390,556	21,309,444
SONOMA MTN PARKWAY TO NO MCDOWELL	1,500,000	25%	75%	375,000	1,125,000
<b>TOTALS</b>	<b>75,837,418</b>	<b>35%</b>	<b>65%</b>	<b>26,796,034</b>	<b>49,041,384</b>

F-15

EXHIBIT B

**CITY OF PETALUMA  
TRAFFIC MITIGATION FEE ANALYSIS  
NET PROJECT COST FROM TRAFFIC MITIGATION FEE**

PROJECT IMPROVEMENT	PROJECT COSTS ALLOCATED TO NEW DEVELOPMENT	PROJECT CREDITS FOR PRIOR FEES COLLECTED, LESS EXPENDITURES AND OTHER SOURCES OF FUNDS				NET AMOUNT TO BE RAISED BY TRAFFIC IMPACT FEES ON NEW DEVELOPMENT	% OF FEE	% OF TOTAL PROJECT
		Prior Fees/Expenditures		Other Sources of Funds				
		Residential	Commercial/ Industrial	Residential	Commercial/ Industrial			
		92.1%	7.9%					
ALTERNATIVE TRANSPORTATION PROJECTS	550,000					550,000	2.74%	13%
BODEGA AVENUE -NO WEBSTER TO CITY LIMITS	1,386,000	426,471	36,581			922,947	4.59%	60%
CITYWIDE TRAFFIC SYSTEM IMPROVEMENTS	2,679,500	-474,911	-40,736		162,000	3,033,147	15.10%	55%
CORONA RD- INDUSTRIAL AVE & PBN INTERSECTION IMPR	1,350,000					1,350,000	6.72%	90%
E D ST / LAKEVILLE RAILROAD CROSSING	800,000	195,772	16,793			587,435	2.92%	59%
E WASHINGTON/PAYRAN INTERSECTION IMPV	125,000					125,000	0.62%	50%
HIGHWAY 116 IMPROVEMENTS	8,049,700	-23,060	-1,978		6,676,700	1,398,038	6.96%	13%
LAKEVILLE ST WIDENING -WASH TO D	141,600	130,414	11,186			0	0.00%	0%
MAGNOLIA AVENUE WIDENING PHASE I	450,000	366,929	31,474			51,597	0.26%	10%
MEDIAN INSTALLATION- MAJOR ARTERIALS	225,000					225,000	1.12%	50%
NO MCDOWELL/WASHINGTON INTERSECTION	3,700,028	900,899	77,276		1,300,000	1,421,853	7.08%	30%
OLD REDWOOD HWY OVERCROSSING	5,078,613	1,547,085	132,703			3,398,824	16.92%	27%
OLD REDWOOD HWY WILLOWBROOK BRIDGE	1,162,500					1,162,500	5.79%	50%
PBN OLD REDWOOD HWY RAMP IMP	909,000				694,000	215,000	1.07%	15%
RAINIER OVERCROSSING/INTERCHANGE	21,309,444	1,283,672	110,109	5,813,366	9,575,959	4,526,338	22.53%	17%
SONOMA MTN PARKWAY TO NO MCDOWELL	1,125,000					1,125,000	5.60%	75%
TOTALS	49,041,384	4,353,271	373,408	5,813,366	18,408,659	20,092,681	100.00%	26%

**CITY OF PETALUMA  
TRAFFIC MITIGATION FEE ANALYSIS  
TRIP GENERATION BY TYPE 1990 TO 2005  
UPDATED FOR JANUARY 1995**

TRIP TYPE	TRIP GENERATION RATES FROM CITY TRAFFIC MODEL P. M. PEAK HOUR TRIPS		TOTAL TRIP INCREASES	RESIDENT RELATED TRIPS	WORK/OTHER RELATED TRIPS
	1990	2005			
BOUND TO PETALUMA					
FROM HOME TO WORK (IHBW	34,029	41,713	7,684		7,684
FROM HOME TO OTHER (IHBN	20,217	25,481	5,264		5,264
FROM WORK TO WORK (INHB'	19,365	23,007	3,642		3,642
	73,611	90,201	16,590	-	16,590
OUTBOUND FROM PETALUMA					
FROM HOME TO WORK (OHBV	56,930	76,244	19,314	19,314	
FROM HOME TO OTHER (OHBI	32,794	33,035	241	241	
FROM WORK TO WORK (ONHE	15,121	20,142	5,021		5,021
	104,845	129,421	24,576	19,555	5,021
INTERNAL TO PETALUMA					
FROM HOME TO WORK (PHBW	26,349	32,232	5,883	5,883	
FROM HOME TO OTHER (PHBN	56,024	68,617	12,593	6,297	6,297
FROM WORK TO WORK (PNHB	22,092	26,240	4,148		4,148
	104,465	127,089	22,624	12,180	10,445
TOTAL ALL TRIPS	282,921	346,711	63,790	31,735	32,056
PERCENTAGE OF TRIPS BY SOURCE			100.0%	49.7%	50.3%



## CITY OF PETALUMA SUMMARY OF TRAFFIC MITIGATION FEE CALCULATION

### PROJECT COSTS

TOTAL ESTIMATED COSTS OF PROJECTS TO IMPLEMENT GENERAL PLAN POLICIES	\$75,837,418
PORTION TO BE FUNDED FROM EXISTING	\$26,796,034
AMOUNT TO BE FUNDED FROM TRAFFIC MITIGATION FEES TO NEW DEVELOPMENT	\$49,041,384

### FEE CALCULATION BY SOURCE

	RESIDENTIAL	COMMERCIAL, OFFICE AND INDUSTRIAL	TOTALS
PROJECTED TRAFFIC GENERATION IMPACT BY SOURCE	49.7%	50.3%	100.0%
ALLOCATION OF PROJECT COSTS TO BE FUNDED FROM NEW DEVELOPMENT	\$24,397,301	\$24,644,084	\$49,041,384
LESS CREDITS FOR PREVIOUSLY COLLECTED FEES AND OTHER SOURCES OF FUNDING	(\$10,166,637)	(\$18,782,066)	(\$28,948,704)
NET AMOUNT TO BE FUNDED BY NEW DEVELOPMENT THROUGH TRAFFIC MIT FEES	<u>\$14,230,663</u>	<u>\$5,862,017</u>	<u>\$20,092,681</u>
DIVIDE NET AMOUNT ABOVE BY PROJECTED DEVELOPMENT FROM 1995 TO GENERAL PLAN BUILDOUT	4,757 (Residential Units)	4,408,924 (Sq. Feet of Commercial, Office and Industrial)	

### TRAFFIC IMPACT FEE FOR EACH P.M. PEAK HOUR TRIP ALL CATEGORIES

<u>\$2,992</u>	<u>\$1,330</u>
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# CITY OF PETALUMA

## TRAFFIC MITIGATION FEE ANALYSIS

TYPE OF LAND USE	NET TRIP RATE	MEASURING FACTOR	CURRENT FEE		PROPOSED FEE		CHANGES TO FEE	
			P.M. PEAK HOUR FEE		P.M. PEAK HOUR FEE		AMOUNT	%
			RESIDENTIAL-	\$2,872	RESIDENTIAL-	\$2,992		
			COMM/INDUS-	\$1,291	COMM/INDUS-	\$1,330		
<b>RESIDENTIAL</b>								
SINGLE FAMILY OR DUPLEX	1.005	PER DWELLING UNIT		\$2,886		\$3,007	\$121	4.2%
MULTI-FAMILY (3+ UNITS)	0.63	PER DWELLING UNIT		\$1,809		\$1,885	\$76	4.2%
MANUFACTURED HOME	0.559	PER DWELLING UNIT		\$1,605		\$1,672	\$67	4.2%
SENIOR HOUSING	0.4	PER DWELLING UNIT		\$1,149		\$1,197	\$48	4.1%
ASSESSORY DWELLING	0.63	PER DWELLING UNIT		\$1,809		\$1,885	\$76	4.2%
<b>NON-RESIDENTIAL</b>								
<b>COMMERCIAL</b>								
MOTEL/HOTEL	0.645	PER ROOM		\$833		\$858	\$25	3.0%
OTHER RETAIL	1.869	PER 1,000 SF		\$2,414 \$ 2.41		\$2,485 \$ 2.48	\$71	2.9%
<b>OFFICES</b>								
ALL OFFICE USES	1.97	PER 1,000 SF		\$2,544 \$ 2.54		\$2,619 \$ 2.62	\$75	3.0%
<b>INDUSTRIAL</b>								
ALL INDUSTRIAL USERS (1)	0.749	PER 1,000 SF		\$967 \$ 0.97		\$996 \$ 1.00	\$29	3.0%
MINI STORAGE	0.029	PER 1,000 SF		\$37 \$ 0.04		\$39 \$ 0.04	\$2	4.2%

(1) Includes manufacturing and warehouse type of uses.





## **APPENDIX G**

### **RIVERSIDE COUNTY SALES TAX ORDINANCE REQUIRING UNIFORM TRAFFIC MITIGATION FEE IN COACHELLA VALLEY**



THIS IS YOUR  
SAMPLE BALLOT

RECEIVED  
1996 SEP -9 A 8:28  
Santa Barbara County  
ASSOCIATION OF  
GOVERNMENTS

### MEASURES SUBMITTED TO VOTE OF VOTERS - COUNTY

<p><b>Traffic Improvement Ordinance 88-1</b> To help relieve traffic congestion, increase safety, improve air quality, provide funds to match developers fees and State and local moneys for transportation and plan adequately for traffic by providing essential Countywide transportation improvements including:</p> <p>— Relieve commuter traffic by increasing the number of lanes on State Route 91 (Riverside Freeway) from 6 to 10 lanes from the Orange County line through the City of Riverside (2 lanes in each direction).</p> <p>— Further reduce traffic congestion and increase safety by widening or improving Highways 60 (Pomona Freeway), I-215, I-11, 74, 79, 86, and the Mid-Valley Parkway in the desert, including the improvement of the 91/60/I-215 interchange.</p> <p>— Reduce price of transit passes and extended special transit services for seniors and the disabled.</p> <p>— Improve traffic and increase safety through the repair and improvement of local streets and roads in every city and in the unincorporated areas of the County.</p> <p>— Provide commuter rail within Riverside County and to Los Angeles and Orange Counties.</p> <p>— Expand the program for commuter carpools, vanpools and park-and-ride lots along key commuter routes in the County, including State Route 91 (Riverside Freeway).</p> <p>Shall the Riverside County Transportation Commission be authorized to establish by Ordinance No. 88-1, a one-half of one percent transaction and use tax for a period not to exceed twenty years, with the proceeds placed in a special fund solely for transportation improvements; establish an appropriations limit (pursuant to Section XI of Ordinance No. 88-1); and, be authorized to issue limited tax bonds (pursuant to Section VI of Ordinance No. 88-1) to fund improvements consistent with the Expenditure Plan?</p>		<p>YES <input type="checkbox"/></p> <p>NO <input type="checkbox"/></p>
<p>Shall the ordinance implementing a growth management plan for the unincorporated areas of Riverside County, as set forth in the first Growth Management Initiative, be adopted?</p>		<p>YES <input type="checkbox"/></p> <p>NO <input type="checkbox"/></p>
<p>Shall the ordinance as set forth in the Small Farms Initiative providing that: any initiative measure limiting and/or regulating growth shall not apply to lands located in the unincorporated areas of Riverside County used for residential and/or light agricultural purposes with a minimum parcel size of 10 acres, be adopted?</p>		<p>YES <input type="checkbox"/></p> <p>NO <input type="checkbox"/></p>

E501 VOTE FRONT AND BACK

### MEASURE SUBMITTED TO VOTE OF VOTERS - COUNTY

<p>Shall a portion of the existing motor vehicle revenues, now collected statewide, be spent in Riverside County on rail transit projects?</p>		<p>YES <input type="checkbox"/></p> <p>NO <input type="checkbox"/></p>
<p><b>MEASURES SUBMITTED TO VOTE OF VOTERS - MUNICIPAL</b></p>		
<p>Shall the Ordinance amending Measure C to establish an exemption for land situated within the boundaries of the Hunter Business Park Specific Plan be adopted?</p>		<p>YES <input type="checkbox"/></p> <p>NO <input type="checkbox"/></p>
<p>Shall the Ordinance amending Measure C to repeal Section 6 and to establish a partial exemption for land situated within the boundaries of the Sycamore Canyon Specific Plan be adopted?</p>		<p>YES <input type="checkbox"/></p> <p>NO <input type="checkbox"/></p>
<p>Shall the Ordinance amending Measure C to establish a partial exemption for land situated within the boundaries of the Sycamore Canyon Business Park Specific Plan be adopted?</p>		<p>YES <input type="checkbox"/></p> <p>NO <input type="checkbox"/></p>

E518 VOTE FRONT AND BACK

SAMPLE BALLOT



### IMPARTIAL ANALYSIS MEASURE A

Measure A would authorize the Riverside County Transportation Commission to impose a maximum retail transaction and use tax of one-half of 1 percent throughout Riverside County for a period not to exceed twenty years to be used to supplement existing local revenues being used for transportation purposes pursuant to Ordinance No. 88-1 of the Riverside Transportation Commission. Measure A would establish an appropriations limit for the Riverside County Transportation Commission of \$75 million for the first fiscal year pursuant to Article XIII B of the California Constitution and authorize issuance of limited tax bonds in the aggregate principal amount not to exceed \$300 million for capital outlay expenditures and, to carry out the transportation projects in the expenditure plan adopted as part of Ordinance No. 88-1.

Measure A provides that not more than 1 percent of the annual net income of revenues raised by the retail transaction and use tax may be used to fund the salaries and benefits of the staff of the Riverside County Transportation Commission in administering the programs funded and requires Cities and the County to certify annually that they are maintaining their existing commitment of local funds for street, highway and public transit purposes while using their allotment of the retail transaction and use tax to supplement existing local revenues.

A majority of the electors voting on Measure A must vote "yes" in order for the measure to pass. Passage of Measure A will result in Ordinance No. 88-1 becoming effective at the close of the polls on November 8, 1988, with an operative date of the first day of the first calendar quarter commencing more than 120 days after adoption of Ordinance No. 88-1.

By County Council

### ARGUMENT IN FAVOR OF MEASURE A

If you are as sick and tired of living with traffic congestion as we are, do something about it. Vote yes on Measure A. Measure A is a new approach to our traffic problem. It offers us a well-thought-out plan to deal with traffic and improve the quality of life in Riverside County.

"Yes on A" will widen the Riverside Freeway from six to ten lanes from the Orange County line through to the City of Riverside. It guarantees major improvements to other existing highways such as Routes 60 (Pomona Freeway), I-215, 86, 74, the Mid-Valley Parkway in the desert, adding an all-weather bridge to 79 and improving the 91/60/I-215 interchange.

"Yes on A" means cleaner air by reducing the time our cars spend needlessly idling in traffic jams, producing SMOG.

"Yes on A" helps seniors and disabled citizens by increasing transit service and guaranteeing half-price fares.

"Yes on A" repairs, improves and maintains local streets and roads by halting road deterioration and preventing more costly repairs.

"Yes on A" provides new commuter rail service on existing railroad tracks within Riverside County and to Orange and Los Angeles Counties. Convenient commuter rail means fewer cars and less traffic on our freeways and roads.

"Yes on A" encourages carpools and vanpools with more park-and-ride lots and by adding carpool lanes.

"Yes on A" improves safety on our major highways by adding call boxes throughout the county.

Measure A is a new approach to solving one of the worst problems in our community. It will mean safer roads, cleaner air and shorter commutes for our families, workers, students, seniors and disabled; in other words, a major improvement in the quality of life for all Riverside County. Please join us in supporting Measure A.

By: Virginia L. Field, President  
Clean Air Now  
Art Pick, Executive Vice President  
Greater Riverside Chamber of Commerce  
Marvin A. Axelton, Founder, Past President Corona Chapter  
AARP (American Association of Retired Persons)  
Bob Lofton, Associate Director,  
GSMOL (Golden State Mobilhome Owners League, Inc.)  
Region Nine, Riverside County  
Mary Curtin, Past President  
League of Women Voters

NO ARGUMENT AGAINST PRECEEDING MEASURE WAS SUBMITTED.

Riverside County Transportation Commission  
Transportation Expenditure Plan  
and Retail Transaction and Use Tax Ordinance

Preamble

The transportation system in Riverside County is rapidly deteriorating. Maintenance and repairs of existing roadways and improvements to relieve congestion cannot be accomplished with available funds. Without additional funds, the system will bog down and pavement will crumble into permanent disrepair. State highway funds are inadequate and competition for funds is increasing. Projects in areas where local sales tax funds are available will be viewed much more favorably in the selection process of the California Transportation Commission. Local governments must either generate revenues to save the system or watch the system collapse and endanger the health, welfare and safety of all Riverside County residents.

A one-half percent sales tax for transportation to supplement traditional revenues and revenues to be generated through locally-adopted developer fees and assessment districts for transportation improvements is the only way local governments can be sure the transportation system will serve the current and future travel needs of Riverside County. The Riverside County Transportation Commission will continue to seek maximum funding for transportation improvements through State programs. The Commission will not provide sales tax revenues to any city or to the County unless revenues currently used by that agency for transportation are continued to be used for transportation purposes.

The Riverside County Transportation Commission ordains as follows:

**SECTION I. SUMMARY.** This ordinance provides for the imposition of a retail transaction and use tax of one-half percent for a period of twenty (20) years, the authority to issue limited tax bonds, and the administration of the tax proceeds and a county transportation expenditure plan.

**SECTION II. DEFINITIONS.** The following definitions shall apply in this ordinance:

- A. Expenditure Plan. "The Expenditure Plan" means the Riverside County Transportation Commission Expenditure Plan (attached as Exhibit B) and adopted as part of this Ordinance including any future amendments thereto.
- B. "County" means the County of Riverside.
- C. "Commission" means the Riverside County Transportation Commission created pursuant to Sections 130053 and 130053.5 of the Public Utilities Code.

**SECTION III. AUTHORITY.** This ordinance is enacted, in part, pursuant to the provisions of Division 25 (commencing with Section 240000) of the Public Utilities Code, and Section 7252.22 of the Revenue and Taxation Code.

**SECTION IV. IMPOSITION OF RETAIL TRANSACTIONS AND USE TAX.** Upon voter approval of the same, the Commission shall impose, in the incorporated and unincorporated territory of the County of Riverside, a retail transactions and use tax (referred to as the Measure "A" fund tax) at the rate of one-half of one percent (0.5%) for a period of twenty (20) years from the date which the Commission and the State Board of Equalization agree to begin collection of the tax. The tax shall be in addition to any other taxes authorized by law, including any existing or future state or local sales tax or transactions and use tax.

**SECTION V. PURPOSES.** Measure "A" funds may only be used for transportation purpose including the administration of Division 25, including legal actions related thereto, the construction, capital, acquisition, maintenance, and operation of streets, roads, highways, including state highways and public transit systems and for related purposes. These purposes include expenditures for the planning, environmental reviews, engineering and design costs, and related right-of-way acquisition.

**SECTION VI. BONDING AUTHORITY.** Upon voter approval of Measure "A" funds, the Commission shall have the power to sell or issue, from time to time, limited tax bonds in the aggregate principal amount at any one time outstanding of not to exceed \$300 million for capital outlay expenditure for the purposes set forth in Section V hereof, including to carry out the transportation projects described in the Expenditure Plan.

**SECTION VII. MAINTENANCE OF EFFORT.** The Commission, by the enactment of this Ordinance, intends the additional funds provided government agencies by this chapter to supplement existing local revenues being used for transportation purposes. The government agencies shall maintain their existing commitment of local funds for street highway and public transit purposes pursuant to this Ordinance, and the Commission shall enforce this Section by appropriate actions including fiscal audits of the local agencies.

The local cities and the County shall annually submit to the Commission a list of the proposed uses for these funds and a certification that the maintenance of effort requirement is being met. If in any fiscal year the maintenance of effort requirements is not met, the agency shall not be eligible for any Measure "A" funds in the following fiscal year. Such funds shall be distributed to the remaining local governments using the formula for the area.

**SECTION VIII. RETURN TO SOURCE.** Funds for transportation purposes shall be allocated to the Western County, Coachella Valley, and Palo Verde Valley areas proportionate to the Measure "A" funds generated within these areas.

**SECTION IX. ADMINISTRATION OF PLANS.** The Commission shall impose and collect Measure "A" funds, shall allocate revenues derived, and shall administer the Expenditure Plan, consistent with the Authority cited herein.

**SECTION X. ADMINISTRATIVE COSTS.** The Commission shall expend only that amount of the funds generated from Measure "A" for staff support, audit, administrative expenses, and contract services that are necessary and reasonable to carry out its responsibilities pursuant to Division 25, and in no case shall the funds expended for salaries and benefits exceed one percent (1%) of the annual net amount of revenue raised by Measure "A".

**SECTION XI. ANNUAL APPROPRIATIONS LIMIT.** Pursuant to Article XIII B of the California Constitution and Public Utilities Code §131108 (g), an appropriations limit of \$75 million is established for the Commission for the first fiscal year. The appropriations limit shall be subject to adjustment as provided by law.

**SECTION XII. EFFECTIVE AND OPERATIVE DATES.** Subject to voter approval, this ordinance shall take effect at the close of the polls on November 8, 1988.

**SECTION XIII. ELECTION.** The Commission requests the Board of Supervisors to call an election for voter approval of Measure "A" (Exhibit A), which election shall be held on November 8, 1988 and consolidated with other elections to be held on that same date. The election shall be called and conducted in the same manner as provided by law for the conduct of elections by a county. Pursuant to Public Utilities Code §131108, the sample ballot to be mailed to the voters shall be the full proposition as set forth in the ordinance, and the voter information handbook shall include the entire Expenditure Plan. Approval of the attached proposition, and the imposition of Measure "A", shall require the vote of a majority of the electors voting on the attached proposition at the election described in this section.

**SECTION XIV. EXPENDITURE PLAN AMENDMENTS.** The Expenditure Plan for Measure "A" funds may only be amended, if required, by the following process: (1) Initiation of amendments by the Commission reciting findings of necessity; (2) Approval by the Board of Supervisors; and, (3) Approval by a majority of the cities constituting a majority of the incorporated population.

**SECTION XV. SEVERABILITY.** If any tax or provision of this ordinance is for any reason held invalid or unenforceable by a court of competent jurisdiction, that holding shall not affect the validity or enforceability of the remaining Measure "A" funds or provisions, and the Commission declares that it would have passed each part of this ordinance irrespective of the validity of any other part.

BY: Ron Wilson, Vice Chairman  
Riverside County Transportation Commission



**RIVERSIDE COUNTY TRANSPORTATION IMPROVEMENT PLAN  
JULY 13, 1988**

**GOALS AND POLICIES**

IMPROVE AND MAINTAIN THE QUALITY OF LIFE IN RIVERSIDE COUNTY BY SUPPLEMENTING EXISTING FUNDS FOR TRANSPORTATION.

- Enhance Riverside County's ability to secure State and Federal funding for transportation by offering matching local funds.
- Avoid "Los Angelization" of Riverside County by reducing current traffic congestion problems now.

PROVIDE FOR EQUITY IN THE DISTRIBUTION OF MEASURE A REVENUES.

- Return funds to the Western County, Coachella Valley and Palo Verde Valley proportionate to funds generated in those areas.
- Adopt Improvement Plan proposals which address the unique needs of each of these areas of the County.
- Provide for a reasonable balance between competing highway, commuter rail, transit, and local street and road needs.

PROVIDE FOR LOCAL CONTROL OF THE IMPROVEMENT PLAN PROGRAM.

- Provide for cost-effective, local administration of the program through the existing Riverside County Transportation Commission. No new agency would be created to administer these funds.
- Delegate appropriate administrative responsibility to cities, the county, and other local agencies for local programs.

This TRANSPORTATION IMPROVEMENT PLAN, which shall also act as the County's expenditure plan, was prepared by the Riverside County Transportation Commission for the proposed ½% local transactions and use tax for transportation to be collected for the next 20 years if approved by voters on November 8, 1988 — Measure A. This is proposed by the Commission as a means to fill the funding shortfall to implement needed highway and commuter rail projects, local street and road programs and transit improvements for the seniors and handicapped people.

**SPECIFIC TRANSPORTATION PROJECTS TO BE FUNDED**

**WESTERN RIVERSIDE COUNTY**

The Improvement Plan Map illustrates both the Western Riverside County and Coachella Valley areas. The Western County area includes the cities of Riverside, Banning, Beaumont, Corona, Hemet, Lake Elsinore, Moreno Valley, Norco, Perris, and San Jacinto. It also includes the unincorporated communities of Sun City, Canyon Lakes, and Rancho California and other sparsely populated unincorporated areas.

**1. State Highways**

Many more state highway projects are needed to deal with congestion and safety problems than existing federal and state revenues can fund. The major focus in the Western County area is improvement to State Route 91 and the State Routes 91/60/I-215 interchange. The 1988 costs of these and other priority highway projects in the Western County area exceed \$620 million. Estimated funds from existing state and federal sources will meet only about one-half of these needs. Measure A funds are anticipated to cover the other half.

The highway projects to be implemented with funding assistance from Measure A funds returned to the Western County area are as follows:

Route	Limits	Project	Cost Range (\$ Millions)
Rte 91	Orange County line to Magnolia Avenue (South-west Riverside)(Riverside Freeway)	Widen from 6 to 10 lanes (Add 2 lanes in each direction)	\$118.0
Rte 91	Magnolia Avenue to 91/60/I-215 Interchange (Riverside Freeway)	Add up to 2 lanes in each direction	173.5
Rte 60	Interstate 215 to Redlands Boulevard (Pomona Freeway)	Widen to 6 lanes (add 1 lane in each direction)	21.7

Route	Limits	Project	Cost Range (\$ Millions)
Rte 60	Route 91 to Valley Way (Pomona Freeway)	Widen to 6 lanes (add 1 lane in each direction)	16.8
Rte 74	Interstate 15 to Interstate 215	Widen to 4 lanes (add 1 lane in each direction)	28.8
Rte 74	Winchester Road to Warren Road	Realign curve	2.0
Rte 79/ Sanderson	Interstate 10 to Route 74 near Hemet/San Jacinto	Widen portions to 4 lanes & construct all-weather crossing at Sanderson	19.4
Rte 79	Newport Road to Keller Road	Widen to 4 lanes (Add 1 lane in each direction)	10.0
Rte 60/ I-215	Route 91 to Route 60	Widen to 8 lanes (add 1 lane in each direction)	18.8
*Rte I-215	Interchange to San Bernardino County Line	Widen to 8 lanes (add 1 lane in each direction)	14.2
Rte 91/60	60/91/I-215 Interchange	Reconstruct with 2 direct freeway to freeway ramps	115.0
Rte 60 & 91	Various locations	Lease Park & Ride lots	2.0
Rte 60, 91 & I-215	Various locations	Interchange work to improve local circulation	30.5
All	Various locations	Share cost of interchanges for job development	20.0
All	Spaced per standard/all highways	Augment highway call box funding	2.0
Contingencies			32.0
<b>TOTAL</b>			<b>\$624.7</b>

\*If connecting projects are constructed in San Bernardino County.

Funds to support these projects will come from a highway and commuter rail transportation account of \$339 million.

**2. Local Streets and Roads**

Over the last 20 years, available funds for maintenance of local streets and roads has declined. At the same time, these facilities are reaching "middle age," with potholes and need for major reconstruction. Local street improvements adjacent to new residential and business developments will continue to be paid for by the developers. The greatest need is for maintenance and rehabilitation of the existing city and county road system. Current resources cover only 25% to 50% of the pavement maintenance needs.

The Improvement Plan proposes that 40% of the Measure A funds to be returned to the Western County area shall be used to assist funding for local streets and roads. Funds should be distributed to the cities and the County by a formula based 75% on proportionate population and 25% on Measure A revenues generated within each jurisdiction. Five year Capital Improvement Programs will be prepared and annually updated within each city and the County with public participation.

**3. Discount Fares and More Transit Service for Seniors and Handicapped**

Discount transit fares for seniors (age 60 and older) and handicapped people are now one-half the normal fare for fixed route transit service within the Western County area. Measure A funds will be used to guarantee continuation of this reduced fare for 20 years. In addition, funds will be used to provide further reductions for the truly needy. Funds will be used to expand existing services and implement new services. Ways to do this include providing vans and operating assistance to social service agencies, contracts for evening taxi service for medical purposes, and an outreach program to advise seniors and handicapped people of all available transit services and how to use them. The intent of this program is to provide service to those with no other means of transportation. Funding for this program would come from \$31 million for specialized transportation.



#### 4. Commuter Buses, Carpools and Vanpools

A systematic program will be implemented that encourages the use of commuter bus, carpools and vanpools to make our existing highway system work better during congested rush hour periods. The commuter bus component will consist of express bus service between major points for home and work trips utilizing special bus/carpool lanes on the freeway system as they are constructed. The use of carpool and vanpools will be encouraged by improving computer assisted ridesharing matching programs, encouraging positive incentives by major employers and providing "seed" money for the start up of vanpool groups for initial vehicle purchase, insurance and related costs. Funding for this program would come from \$31 million for specialized transportation programs.

#### 5. Commuter Rail to Los Angeles and Orange Counties

Recent studies indicate that development of a commuter rail system using existing rail lines from the Riverside/San Bernardino areas to Los Angeles and Orange Counties is feasible. Commuter rail service would be beneficial to Riverside area commuters, and Los Angeles and Orange County employers.

There are considerable federal and state funds available to match local dollars for the provision of rail transit service. It is the intent of this Improvement Plan to match to the maximum extent possible these federal and state funds for the implementation of commuter rail service to both Los Angeles and Orange Counties. It is anticipated that this program will involve a cooperative plan to be funded by Riverside, San Bernardino, Los Angeles and Orange Counties.

In order for Riverside County to be able to qualify for full state matching funds for commuter rail, Measure D on this same ballot will need to be passed by the voters. This will allow Riverside County to be allocated a share of the \$75 million per year which the California Transportation Commission must, by law, set aside from the state highway account for rail transit.

Commuter Rail Route	Limits	Project	Cost Range (\$ Millions)
Parallel to Rte 91, I-10 and I-215	Riverside to Los Angeles and Orange Counties	Commuter rail on existing lines	\$100.0

Riverside County's share of funds for these projects will come from a highway and commuter rail transportation account of \$339 million.

#### COACHELLA VALLEY

The Transportation Improvement Plan generally illustrates the proposals for the Coachella Valley Area. The area includes the cities of Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs, and Rancho Mirage. It also includes the major unincorporated areas and a substantial amount of more sparsely populated county areas.

##### 1. State Highways and Major Regional Road Projects

Fifty-five percent of the Measure A funds generated within the Coachella Valley will be used for state highways and major regional road projects. The Coachella Valley area is served by few state highways. The proposed Regional Arterial System developed through the Coachella Valley Association of Governments would function much like state highways to address future needs for the area.

Of the 55% share, about one-quarter will supplement federal and state funds for the following state highway projects:

Route	Limits	Project	Cost Range (\$ Millions)
Rte 86	Dillon Road to Oasis	Construct 4-lane freeway	\$ 55.7
Rte 111	Ramon to Indio Boulevard	Various operational improvements	20.0
All	Spaced per standard/all highways	Augment highway call box funding	1.0
Contingencies			2.8
<b>TOTAL</b>			<b>\$ 79.5</b>

The remaining Measure A share of this fund will be used to implement the planned Regional Arterial System. The estimated cost for arterial system improvements will exceed \$200 million. The proposed system is to be implemented with a mix of existing funding required from new development, a Uniform Traffic Mitigation Fee which would also be paid by developers from new development, and Measure A funds returned to the Coachella Valley Area. The Uniform Traffic Mitigation Fee schedule shall be established in order to generate at least the equivalent of Measure A funding toward the regional arterial system.

It is anticipated that this plan will be implemented through the Coachella Valley Association of Governments. The highest priority projects include the Mid-Valley Parkway (from Gene Autry north of Vista Chino to I-10 at Monterey), Palm Drive/Gene Autry Trail (from the Mid-Valley Parkway to Desert Hot Springs), Fred Waring Drive (from Route 111 in Palm Desert to Indio Boulevard), and Jefferson Street (from Avenue 54 to Indio Boulevard).

#### 2. Local Streets and Roads

As in Western Riverside County, over the last 20 years available funds have not kept pace with local streets and roads needs in the Coachella Valley. Cities and the county are also faced with the problems of an aging system and potholes. The Measure A funds would supplement existing federal, state, and local funds. Local street improvements adjacent to new residential and business developments will continue to be paid for by the developers. The greatest need is for maintenance and rehabilitation of the existing city and county road system. Current resources cover only 25% of the pavement maintenance needs.

The Coachella Valley Association of Governments will play a role in determining allocations to local governments for streets and roads. Local streets and roads funds will be provided to Coachella Valley cities and the county if they participate in the uniform Traffic Mitigation fee program to assist in financing the priority Regional Arterial System. If local agencies choose not to levy the additional developer fees, the funds they would otherwise receive for local streets and roads will be added to the Measure A funds for the Regional Arterial System. In addition, the Coachella Valley Association of Governments will have the discretion to provide a portion of these funds to increase funding for specialized transit programs for seniors and handicapped people, bus replacement or other transit programs which may improve air quality.

The Coachella Valley Improvement Plan anticipates that from \$84 to \$96 million of the funds will be available for local streets and roads projects. Allocations of funds to the cities and the County will be based on a formula weighted 50% on proportionate dwelling units and 50% on Measure A revenues generated within each jurisdiction. Five year Capital Improvement Programs will be prepared and annually updated within each city and the County with public participation.

#### 3. Discount Fares and More Transit Service for Seniors and Handicapped

Discount transit fares for seniors (age 60 and older) and handicapped people are now one-half the normal fare for fixed route transit service for most of the day within the Coachella Valley area. Measure A funds will be used to guarantee reduced fares for 20 years. In addition, Measure A funds will be used to provide further reductions for the truly needy. Funds will be used to expand existing services and implement new services. Ways to do this include providing vans and operating assistance to social service agencies, contracts for evening taxi service for medical purposes, and an outreach program to advise seniors and handicapped people of all available transit services. The intent of this program is to provide service to those with no other means of transportation. Funding for this program would come from \$12 million of the retail transaction and use tax funds set aside for specialized transportation programs.

#### 4. Commuter buses, Carpools and Vanpools

A systematic program to encourage the use of commuter buses, carpools and vanpools is also proposed for the Coachella Valley. This program would be particularly beneficial to get employees to seasonal jobs in the Desert hospitality industry. It will also improve air quality within the Coachella Valley. The commuter bus component will consist of express buses serving major work locations. The use of carpools and vanpools will also be encouraged by improving computer assisted ridesharing matching programs, encouraging positive incentives by major employers and providing "seed" money for the start up of vanpool groups for initial vehicle purchase, insurance and related costs. Funding for this program would come from the \$12 million set aside for specialized transportation programs.

#### 5. Bus replacement and More Service

Sunline Transit Agency does not have enough federal and state funds to replace



their buses as they wear out. Despite continuous maintenance and periodic rehabilitation, the need to replace the fleet within the next 20 years is anticipated. Replacement buses would also meet more stringent air pollution control requirements. Funding may also be needed for additional bus service. The Coachella Valley Association of Governments may provide up to an additional \$12 million.

## PALO VERDE VALLEY

The Palo Verde Valley is located on the far eastern side of Riverside County. It is geographically separated and remote from the Western and Coachella Valley areas. The population within the area is relatively small, and significant growth over the next 20 years is not anticipated.

The Palo Verde Valley is served by Interstate 10 as a divided freeway providing adequate connections to more westerly portions of Riverside County and east to Arizona. Increased transit needs can be adequately met from existing available sources. The greatest need within the Palo Verde Valley area is additional funding to maintain and rehabilitate local streets and roads.

All of the \$13 million Measure A funds to be returned to the Palo Verde Valley are to be used for local streets and roads. Funds shall be distributed to the City of Blythe and the County of Riverside by formula. The formula distribution is based 75% on proportionate population and 25% on sales tax revenues generated in each jurisdiction.

Measure A Revenue Allocations (\$ millions)	
<b>Western County Area</b>	
Highways and Commuter Rail Account	\$339.0
Streets and Roads Account	247.0
Specialized Transportation Account	31.0
<b>Total Western County Area Measure A Funds</b>	<b>\$617.0</b>
<b>Coachella Valley Area</b>	
Highways and Regional Arterial Account	\$132.0
Local Streets and Roads Account	84.0 - 96.0
Specialized Transportation Account	12.0 - 24.0
<b>Total Coachella Valley Measure A Funds</b>	<b>\$240.0</b>
<b>Palo Verde Valley Area</b>	
Local Streets and Roads Account	\$ 13.0
<b>Total Palo Verde Valley Area Measure A Funds</b>	<b>\$ 13.0</b>
<b>TOTAL 20 YEAR MEASURE A REVENUES</b>	<b>\$870.0</b>

## GENERAL PROVISIONS OF THE IMPROVEMENT PLAN

### 1. Basis for Revenue Estimates

Federal and state participation for highway and commuter rail funding is based upon an assumed statewide \$1 billion annual capacity expanding program. (Excluding highway rehabilitation and safety improvement projects.) Riverside County's "70% county minimum" share of this amount is assumed to be about \$25 million. Reflecting the need to reserve about 20% of these funds for projects proposed by CalTrans which are not included in this Transportation Improvement Plan, the assumed federal and state funding is about \$20 million per year. This is approximately 50% of the highway projects within this Plan.

Measure A revenue estimates have not been adjusted to reflect inflation. It is assumed that inflation related revenue increases will be offset by inflating project costs. "Real growth" is assumed to parallel county-wide population growth. Prudent growth rates of the State Department of Finance have been used — 4.5% to 1990, 3.5% to 1995, and 2.5% thereafter. Based upon these factors, total Measure A revenues over the 20 year period are assumed to be about \$870 million.

### 2. Bases for Cost Estimates

All cost estimates within this Improvement Plan are preliminary and are based on 1988 values. Future costs may increase due to inflation or other factors beyond the control of the Commission. 1988 cost estimates are to be used to determine the proportionate distribution of funds by area and category of transportation program.

### 3. State Highway and Commuter Rail Programs

- Eligible state highway project costs include engineering, right-of-way acquisition and long-term leases, and construction. Funds are intended to supplement existing Federal and state sources — not replace them. At minimum, 50% of the funds for the highway projects listed in the Plan should come from state and federal sources. If it is determined that Riverside County is not receiving its fair share of existing funds, sales tax funds may be redirected to other types of transportation needs.
- Commuter Rail projects are anticipated to be on existing rail lines to Los Angeles and Orange Counties, or internal to Riverside County. If commuter rail service is to occur, railroads must agree to a Plan to use their right-of-way and tracks, an agency for implementation of a multi-county system must be created, funding must be secured for on-going operations if a subsidy is required and state and/or federal and other county funding participation must be secured.
- The scope of highway and commuter rail projects to be implemented is to be determined through required environmental analysis and full consideration of alternatives. Public participation during the environmental analysis process is required.

- The Commission shall establish a "State Highway and Commuter Rail Transportation Account" for funding capital expenditures for state highways and commuter rail. This account will consist of 60% of the Measure A funds for the Western County area and 15% of the funds for the Coachella Valley area.

### 4. Specialized Transportation Programs

- Eligible transit programs include special discount fares for seniors and handicapped people, commuter bus services, funding for computer assisted rideshare programs, and "seed" programs to encourage the creation of vanpools. Bus capital replacement and additional bus service may also be an eligible program within the Coachella Valley, subject to a determination of funding by the Coachella Valley Association of Governments.
- The Commission shall establish a "Specialized Transportation Programs Account" for funding these programs. The Commission shall determine to which public transportation or specialized transportation service operators, or carpool/vanpool facilitating agencies, shall receive funding assistance. Based on 20 year funding estimates, the amount of funds should be \$30.8 million for the Western County area and \$12 million for the Coachella Valley Area. The fund for the Coachella Valley may increase up to an additional \$12 million for Sunline Transit Agency capital replacement, at the discretion of the Coachella Valley Association of Governments.

### 5. Local Streets and Roads Projects

- Eligible local street and road project costs include any engineering, capital or maintenance cost. Decisions on projects are to be made by local jurisdictions, but subject to Capital Improvement Program requirements. The first five year program shall be submitted to the Commission by the local agencies by May 1, 1989.
- Annual population estimates used for the distribution formula for the Western County and Palo Verde Valley areas shall be from the State Department of Finance. Dwelling unit estimates used for the distribution formula for the Coachella Valley shall be from the Riverside County Planning Department. Actual State Board of Equalization retail sales transactions shall be used for the formula in all three areas for cities. The County Planning Department shall estimate the share for each of the unincorporated areas for the three areas, from the total retail sales transactions for the total unincorporated area.
- The Commission shall assure the cities' and county compliance with maintenance of effort funding requirements before allocating funds for local streets and roads. Further, the Commission shall not allocate funds to an

individual city or the County for local streets and road use within the Coachella Valley area unless the Coachella Valley Association of Governments indicates participation of that agency in the Uniform Traffic Mitigation Fee program necessary for implementation of the planned Regional Arterial System.

- d. The Commission shall establish a "Local Streets and Roads Program Account." Based on 20 year funding estimates, the amount of funds should be \$216 million for the Western County area, and from \$84 to \$96 million for the Coachella Valley Area.

#### 5. Funding Flexibility and Bonding to Expedite Program

The commission may make maximum use of available funds by temporarily shifting allocations between geographic areas and transportation purposes. However, the proportionate shares for areas or the purposes over the 20 year period may not be changed without an amendment to the Improvement Plan as required by law. Shifts may not be made without previous consultation with the affected agencies.

The Commission may also use bonds to speed implementation of some projects. Bonding will not be used without first determining that the benefits of an accelerated program outweigh the additional cost of interest on borrowed funds.

#### 7. Informing the Public of Local Funding Support

All state highway, commuter rail, and regional arterial projects using \$1 million or more of sales tax revenues shall be signed to inform the public that local voter approved revenues are being used to support the project.

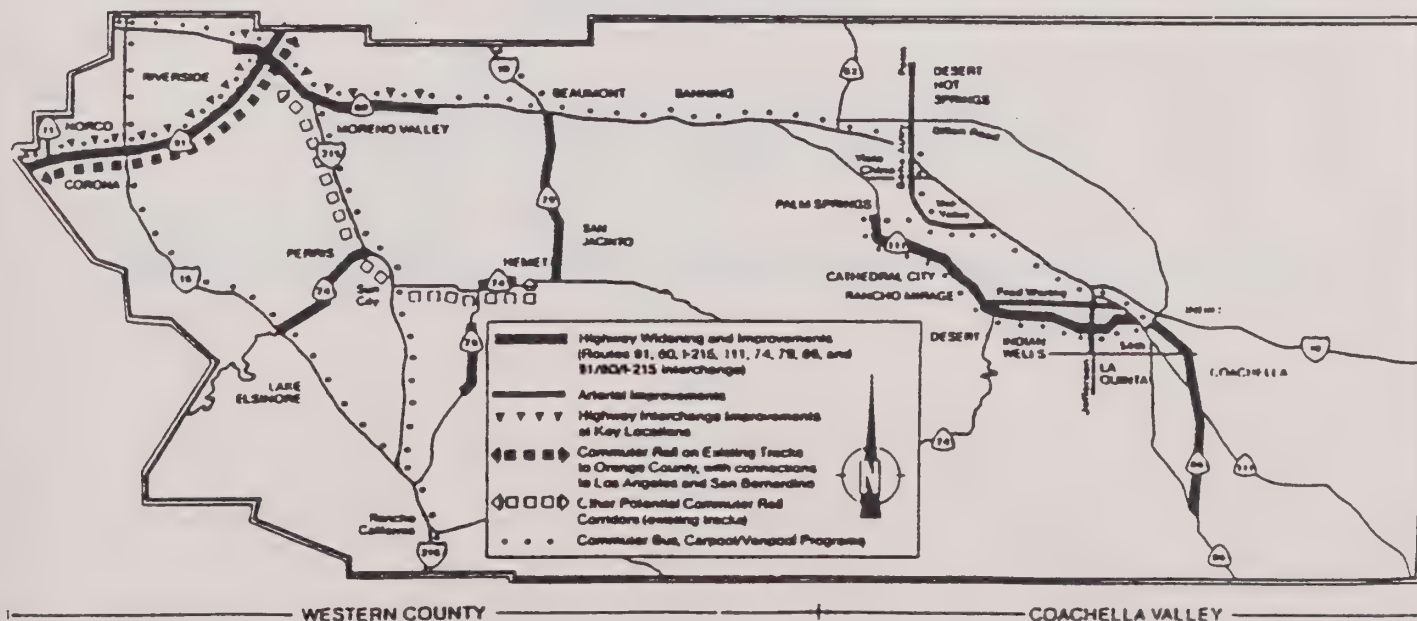
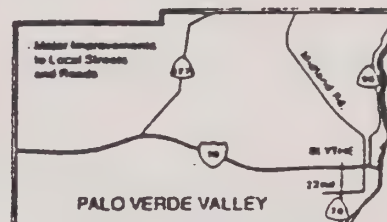
#### 8. Severance Provision

If any provision of this Improvement Plan is for any reason held invalid or unenforceable by a court of competent jurisdiction, that holding shall not affect the validity or enforceability of the remaining provisions, and the Commission declares that it would have passed each part of this Plan irrespective of the validity of any other part.

## MEASURE A: RIVERSIDE COUNTY TRANSPORTATION IMPROVEMENT PLAN

### Major Highway, Arterial, Commuter Rail, and Transit Projects

Local street and road, local bus, Dial-A-Ride, and call box improvements not shown.



IF LARGER SCALE MAP REQUIRED PLEASE CALL (714) 787-2921





## **APPENDIX H**

### **RECENT LEGISLATIVE CHANGES REGARDING DEVELOPMENT IMPACT FEES**

1. Section 65913.8, added by Stats. 1988.
2. Senate Bill 1693, codified in 1996, modified Section 66000, effective January 1997.





**§ 65913.8. Public capital facility improvement related to development project; prohibition of fee or other payment including amount for maintenance and operation as condition for approval; exceptions**

A fee, charge, or other form of payment imposed by a governing body of a local agency for a public capital facility improvement related to a development project may not include an amount for the maintenance or operation of an improvement when the fee, charge, or other form of payment is required as a condition of the approval of a development project, or required to fulfill a condition of the approval. However, a fee, charge, or other form of payment may be required for the maintenance and operation of an improvement meeting the criteria of either subdivision (a) or (b), as follows:

(a) The improvement is (1) designed and installed to serve only the specific development project on which the fee, charge, or other form of payment is imposed, (2) the improvement serves 19 or fewer lots or units, and (3) the local agency makes a finding, based upon substantial evidence, that it is infeasible or impractical to form a public entity for maintenance of the improvement or to annex the property served by the improvement to an entity as described in subdivision (b).

(b) The improvement is within a water district, sewer maintenance district, street lighting district, or drainage district. In these circumstances, a payment for maintenance or operation may be required for a period not to exceed 24 months when, subsequent to the construction of the improvements, either the local agency forms a public entity or assessment district to finance the maintenance or operation, or the area containing the improvement is annexed to a public entity that will finance the maintenance or operation, whichever is earlier. The local agency may extend a fee, charge, or other form of payment pursuant to this section once for whatever duration it deems reasonable beyond the 24-month period upon making a finding, based upon substantial evidence, that this time period is insufficient for creation of, or annexation to, a public entity or an assessment district that would finance the maintenance or operation.

As used in this section, "development project" and "local agency" have the same meaning as provided in subdivisions (a) and (c) of Section 66000.

(Added by Stats.1988, c. 1309, § 1.)

[Approved by Governor September 17, 1996.]

LEGISLATIVE COUNSEL'S DIGEST

SB 1693, Monteith. Development: fees.

Existing law authorizes a local agency to charge a variety of fees in connection with the approval of a development project, as defined. Existing law prescribes the responsibilities of the local agency with respect to the fees collected, including requiring the local agency to make certain findings with respect to any portion of a fee that remains unexpended or uncommitted for 5 or more years after the deposit of the fee, and to refund unexpended or uncommitted fees under certain circumstances.

This bill would restrict the above responsibilities of the local agency to unexpended, rather than uncommitted fees. The bill would revise the local agency's duties with respect to these unexpended fees, including requiring the local agency, for the 5th fiscal year following the first deposit into an account or fund, and every 5 years thereafter, to include specified information in findings relating to the funding of a project. The bill would further provide that in the event that sufficient funds have been collected to complete financing on an incomplete public facility, the local agency either identify an approximate date by which the public facility will be commenced or refund, as specified, the unexpended portion of the fee to the then current record owner or owners of lots or units of the development project or projects on a prorated basis.

This bill would also specifically require a local agency to expend a fee for public improvements, as defined, solely and exclusively for the purpose or purposes for which the fee was collected, as specified. The bill would further provide that no fee shall be levied, collected, or imposed for general revenue purposes.

By revising the duties of a local agency with respect to the refund and expenditure of development fees, this bill would impose a state-mandated local program.

Existing law requires that, when fees charged against a development project are collected, a local agency deposit them in a separate fund or account in a manner that will avoid the commingling of those fees with other funds. Existing law also requires that these fees be expended only for the purposes for which they were collected. Existing law further requires that, for each separate account or fund established under these provisions, the local agency make available to the public specified information relating to the fee, interest, other income, expenditures, and refunds occurring during the fiscal year within 60 days of the close of each fiscal year.

This bill would instead require the local agency, within 180 days after the last day of each fiscal year, to make available to the public specified information relating to fees deposited in the account or fund. The bill also would require the local agency to identify the public facility, or facilities, that the fee would be used to finance at the time the fee is imposed. These additional duties required of local agencies would impose a state-mandated local program.

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*Italics* indicate changes or additions. \* \* \* indicate omissions.



The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

*The people of the State of California do enact as follows:*

SECTION 1. Section 66001 of the Government Code is amended to read:

§ 66001. (a) In any action establishing, increasing, or imposing a fee as a condition of approval of a development project by a local agency on or after January 1, 1989, the local agency shall do all of the following:

(1) Identify the purpose of the fee.

(2) Identify the use to which the fee is to be put. If the use is financing public facilities, the facilities shall be identified. That identification may, but need not, be made by reference to a capital improvement plan as specified in Section 65403 or 66002, may be made in applicable general or specific plan requirements, or may be made in other public documents that identify the public facilities for which the fee is charged.

(3) Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed.

(4) Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.

(b) In any action imposing a fee as a condition of approval of a development project by a local agency on or after January 1, 1989, the local agency shall determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.

(c) Upon receipt of a fee subject to this section, the local agency shall deposit, invest, account for, and expend the fees pursuant to Section 66006.

(d) *For the fifth fiscal year following the first deposit into the account or fund, and every five years thereafter, the local agency shall make all of the following findings with respect to that portion of the account or fund remaining unexpended, whether committed or uncommitted:*

*(1) Identify the purpose to which the fee is to be put.*

*(2) Demonstrate a reasonable relationship between the fee and the purpose for which it is charged.*

*(3) Identify all sources and amounts of funding anticipated to complete financing in incomplete improvements identified in paragraph (2) of subdivision (a).*

*(4) Designate the approximate dates on which the funding referred to in paragraph (3) is expected to be deposited into the appropriate account or fund.*

*When findings are required by this subdivision, they shall be made in connection with the public information required by subdivision (b) of Section 66006. The findings required by this subdivision need only be made for moneys in possession of the local agency, and need not be made with respect to letters of credit, bonds, or other instruments taken to secure payment of the fee at a future date. If the findings are not made as required by this subdivision, the local agency shall refund the moneys in the account or fund as provided in subdivision (e).*

(e) Except as provided in subdivision (f), when sufficient funds have been collected, as determined pursuant to subparagraph (F) of paragraph (1) of subdivision (b) of Section 66006, to complete financing on incomplete public improvements identified in



paragraph (2) of subdivision (a), and the public improvements remain incomplete, the local agency shall identify, within 180 days of the determination that sufficient funds have been collected, an approximate date by which the construction of the public improvement will be commenced, or shall refund to the then current record owner or owners of the lots or units, as identified on the last equalized assessment roll, of the development project or projects on a prorated basis, the unexpended portion of the fee, and any interest accrued thereon. By means consistent with the intent of this section, a local agency may refund the unexpended revenues by direct payment, by providing a temporary suspension of fees, or by any other reasonable means. The determination by the governing body of the local agency of the means by which those revenues are to be refunded is a legislative act.

(f) If the administrative costs of refunding unexpended \* \* \* revenues pursuant to subdivision (e) exceed the amount to be refunded, the local agency, after a public hearing, notice of which has been published pursuant to Section 6061 and posted in three prominent places within the area of the development project, may determine that the revenues shall be allocated for some other purpose for which fees are collected subject to this chapter and which serves the project on which the fee was originally imposed.

SEC. 2. Section 66006 of the Government Code is amended to read:

§ 66006. (a) If a local agency requires the payment of a fee specified in subdivision (c) in connection with the approval of a development project, the local agency receiving the fee shall deposit it with the other fees for the improvement in a separate capital facilities account or fund in a manner to avoid any commingling of the fees with other revenues and funds of the local agency, except for temporary investments, and expend those fees solely for the purpose for which the fee was collected. Any interest income earned by moneys in the capital facilities account or fund shall also be deposited in that account or fund and shall be expended only for the purpose for which the fee was originally collected.

(b) (1) For each separate account or fund established pursuant to subdivision (a), the local agency shall, within 180 days *after the last day* of each fiscal year, make available to the public the *following information for the fiscal year*:

(A) *A brief description of the type of fee in the account or fund.*

(B) *The amount of the fee.*

(C) *The beginning and ending balance of the account or fund.*

(D) *The amount of the fees collected and the interest earned.*

(E) *An identification of each public improvement on which fees were expended and the amount of the expenditures on each improvement, including the total percentage of the cost of the public improvement that was funded with fees.*

(F) *An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement, as identified in paragraph (2) of subdivision (a) of Section 66001, and the public improvement remains incomplete.*

(G) *A description of each interfund transfer or loan made from the account or fund, including the public improvement on which the transferred or loaned fees will be expended, and, in the case of an interfund loan, the date on which the loan will be repaid, and the rate of interest that the account or fund will receive on the loan.*

(H) *The amount of refunds made pursuant to subdivision (e) of Section 66001 and any allocations pursuant to subdivision (f) of Section 66001.*

(2) The local agency shall review the information made available to the public pursuant to paragraph (1) at the next regularly scheduled public meeting not less than

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*Italics indicate changes or additions. \* \* \* indicate omissions.*

## SEC. 2

15 days after this information is made available to the public, as required by this subdivision. Notice of the time and place of the meeting, including the address where this information may be reviewed, shall be mailed, at least 15 days prior to the meeting, to any interested party who files a written request with the local agency for mailed notice of the meeting. Any written request for mailed notices shall be valid for one year from the date on which it is filed unless a renewal request is filed. Renewal requests for mailed notices shall be filed on or before April 1 of each year. The legislative body may establish a reasonable annual charge for sending notices based on the estimated cost of providing the service.

(c) For purposes of this section, "fee" means any fee imposed to provide for an improvement to be constructed to serve a development project, or which is a fee *for public improvements* within the meaning of subdivision (b) of Section 66000, and that is imposed by the local agency as a condition of approving the development project.

(d) Any person may request an audit of any local agency fee or charge that is subject to Section 66023, including fees or charges of school districts, in accordance with that section.

(e) The Legislature finds and declares that untimely or improper allocation of development fees hinders economic growth and is, therefore, a matter of statewide interest and concern. It is, therefore, the intent of the Legislature that *this section* shall supersede all conflicting local laws and shall apply in charter cities.

*(f) At the time the local agency imposes a fee for public improvements on a specific development project, it shall identify the public improvement that the fee will be used to finance.*

SEC. 3. Section 66008 is added to the Government Code, to read:

§ 66008. A local agency shall expend a fee for public improvements, as accounted for pursuant to Section 66006, solely and exclusively for the purpose or purposes, as identified in subdivision (f) of Section 66006, for which the fee was collected. The fee shall not be levied, collected, or imposed for general revenue purposes.

SEC. 4. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because a local agency or school district has the authority to levy service charges, fees, or assessments sufficient to pay for the program or level of service mandated by this act, within the meaning of Section 17556 of the Government Code.

Notwithstanding Section 17580 of the Government Code, unless otherwise specified, the provisions of this act shall become operative on the same date that the act takes effect pursuant to the California Constitution.





## **APPENDIX I**

### **OTHER LOCAL FUNDING MECHANISMS USED BY JURISDICTIONS FOR TRANSPORTATION IMPROVEMENTS**



**Other Local Funding Mechanisms Used by Jurisdictions and Transit Agencies**

Local Agency	Other Local Fees/Funds Used for Road Improvements						Local Transit/Altern. Mode Funding		Air District Vehicle Registration Fee
	Street/Rd. Assess. District	District Road Taxes (Counties)	Traffic Fines & Forfeitures. (Counties)	Traffic Safety Fund (Cities)	1/2 cent Sales Tax for Transp.	Other Misc. Funding	1/2 cent Sales Tax for Transp.	Other Misc. Local Funding	
Del Norte County	No	No	No	--	No		No	(a) & (h)	\$1/Vehicle
Humboldt County	Y/Fortuna	Yes	No	--	No		No	(a), (h), (i)	\$1/Vehicle
Lake County	No	Yes	Yes	--	No		No	No other local	Ineligible to charge
Mendocino County	Y/Ukiah	No	Yes	--	No		No	(a), (b), (h), (i)	\$1/Vehicle
Lassen County	No	No	No	--	No		No	(h)	Eligible/Nonparticipating
Modoc County	No	No	No	--	No		No	No other local	
Plumas County	No	No	No	--	No		No	No other local	
Shasta County	No	No	Yes	--	No		No	No other local	\$3/Vehicle
City of Redding	No	No	No	--	No		No	(a), (b), (h), (i)	\$3/Vehicle
Siskiyou County	No	No	No	Y/Yreka	No		No	(a), (i)	Eligible/Nonparticipating
Tehama County	No	No	No	Y/Red Bluff	No		No	(a)	
Trinity County	No	No	No	--	No		No	No other local	\$1/Vehicle
Butte County	No	No	No	--	No		No	(a) & (h)	\$2/Vehicle
City of Chico	No	No	--	No	No		No	(h)	\$2/Vehicle
Colusa County	No	Yes	No	--	No		No	(a), (h), (i)	\$4/Vehicle
El Dorado County	No	Yes	No	--	No		No	(a), (b), (i)	\$2/Vehicle
Glenn County	No	No	No	--	No		No	(a)	\$2/Vehicle
Nevada County	No	No	Yes	--	No	(7)	No	(a), (h), (i)	\$2/Vehicle
Placer County	No	No	No	--	No		No	(a) & (b)	\$2/Vehicle
City of Roseville	No	--	--	No	No		No	(a) & (h)	\$2/Vehicle
City of Rocklin	No	--	--	No	No		No	(a)	\$2/Vehicle
Sacramento Co.	No	No	No	--	Yes	(9)	Yes	(a), (b), (h)	\$4/Vehicle
City of Sacramento	Yes	--	--	Yes	Yes	(2)	Yes	(a), (b), (h)	\$4/Vehicle
City of Folsom	No	--	--	No	Yes		Yes	(a), (b), (h)	\$4/Vehicle
Sutter County	No	Yes	No	--	No		No	(a), (b), (h)	\$4/Vehicle
Yuba City	No	--	--	No	No	(9)	No	(a), (b), (h)	\$4/Vehicle
Yolo County	No	Yes	No	--	No	(9)	No	(a), (b), (i)	\$4/Vehicle
City of Davis	Yes	--	--	Yes	No		No	(a), (b), (h)	\$4/Vehicle
West Sacramento	No	--	--	No	No		No	None reported	\$4/Vehicle
Woodland	Yes	--	--	No	No		No	No other local	\$4/Vehicle
Yuba County	No	No	Yes	--	No		No	None reported	\$4/Vehicle
Sierra County	No	No	No	--	No		No	No other local	\$2/Vehicle
Tahoe RTPA	No	No	No	--	No	(6)	No	(j)	See El Dorado & Placer Counties



Other Local Funding Mechanisms Used by Jurisdictions and Transit Agencies

Local Agency	Other Local Fees/Funds Used for Road Improvements						Local Transit/Altern. Mode Funding		
	Street/Rd. Assess. District	District Road Taxes (Counties)	Traffic Fines & Forfeitures. (Counties)	Traffic Safety Fund (Cities)	1/2 cent Sales Tax for Transp.	Other Misc. Funding	1/2 cent Sales Tax for Transp.	Other Misc. Local Funding	Air District Vehicle Registration Fee
Alameda County		No	Yes	--	Meas D	(7)	Meas D	(a), (b), (c), (h)	\$4/Vehicle
Alameda City	No	--	--	No	Meas D	(7)	Meas D	No other local	\$4/Vehicle
Dublin	Yes	--	--	Yes	Meas D	(7)	Meas D	No info	\$4/Vehicle
Fremont	No	--	--	No	Meas D	(7), (9)	Meas D	(a), (h)	\$4/Vehicle
Hayward	No	--	--	No	Meas D	(7)	Meas D	(a)	\$4/Vehicle
Livermore	No	--	--	No	Meas D	(7)	Meas D	(a)	\$4/Vehicle
Newark	Yes	--	--	No	Meas D	(7)	Meas D	No info	\$4/Vehicle
Oakland	No	--	--	Yes	Meas D	(7)	Meas D	No other local	\$4/Vehicle
Pleasanton	No	--	--	No	Meas D	(3), (7)	Meas D	(h)	\$4/Vehicle
Contra Costa County		No	No	--	Meas A		Meas A	(a), (c), (h)	\$4/Vehicle
Antioch	Yes	--	--	Yes	Meas A		Meas A	(a)	\$4/Vehicle
Danville	Yes	--	--	No	Meas A		Meas A	No info	\$4/Vehicle
Martinez	Yes	--	--	No	Meas A		Meas A	No info	\$4/Vehicle
Pittsburg	No	--	--	No	Meas A		Meas A	No info	\$4/Vehicle
Pleasant Hill	No	--	--	No	Meas A		Meas A	No info	\$4/Vehicle
Richmond	Yes	--	--	No	Meas A		Meas A	(h)	\$4/Vehicle
San Pablo	No	--	--	No	Meas A		Meas A	(a)	\$4/Vehicle
San Ramon	Yes	--	--	No	Meas A		Meas A	No info	\$4/Vehicle
Walnut Creek	No	--	--	No	Meas A		Meas A	No info	\$4/Vehicle
Marin County	2 cities (Larkspur, Novato)	No	No	2 cities (Corte Madera, Sausalito)	No		No	(c) & (h)	\$4/Vehicle
Novato	Yes	--	--	No	No		No	See Marin Co	\$4/Vehicle
San Rafael	See comm.	--	--	No	No		No	See Marin Co	\$4/Vehicle
Napa County	No	No	Yes	--	No		No	No other local	\$4/Vehicle
City of Napa	No	--	--	No	No		No	(a), (h)	\$4/Vehicle
Santa Clara County	No	No	No	--	Meas. A		No	(a) & (b)	\$4/Vehicle
Campbell	Yes	--	--	No	Meas. A		No	See S.C. cnty	\$4/Vehicle
Cupertino	No	--	--	No	Meas. A	(4)	No	See S.C. cnty	\$4/Vehicle
Gilroy	No	--	--	No	Meas. A		No	See S.C. cnty	\$4/Vehicle
Milpitas	No	--	--	No	Meas. A		No	See S.C. cnty	\$4/Vehicle
Mountain View	No	--	--	Yes	Meas. A		No	See S.C. cnty	\$4/Vehicle
San Jose	No	--	--	No	Meas. A	(2)	No	See S.C. cnty	\$4/Vehicle
Santa Clara	No	--	--	No	Meas. A	(9)	No	See S.C. cnty	\$4/Vehicle
Sunnyvale	No	--	--	No	Meas. A		No	See S.C. cnty	\$4/Vehicle
San Mateo County	No	No	No	--	Meas. A		Meas. A	(a)	\$4/Vehicle
Daly City	No	--	--	No	Meas. A		Meas. A		\$4/Vehicle
Foster City	No	--	--	No	Meas. A		Meas. A		\$4/Vehicle
San Bruno	No	--	--	No	Meas. A		Meas. A		\$4/Vehicle
San Mateo City	No	--	--	No	Meas. A		Meas. A		\$4/Vehicle
So, San Francisco	No	--	--	No	Meas. A		Meas. A		\$4/Vehicle
San Francisco Co.	No	No	Yes	--	Prop B	(10)	Prop B	(b) & (h)	\$4/Vehicle
San Francisco City		Coterminous jurisdictions Golden Gate Bridge Hwy and Transit District }			Prop B		Prop B	(b) & (h)	\$4/Vehicle
						(8)	No	(a), (b), (h)	
Solano County	No	Yes	No	--	No		No	No other local	\$4/Vehicle
Fairfield	Yes	--	--	Yes	No		No	(a)	\$4/Vehicle
Vacaville	Yes	--	--	No	No		No	(b)	\$4/Vehicle
Vallejo	No	--	--	No	No		No	(a) & (b)	\$4/Vehicle
Sonoma County	No	No	Yes	--	No		No	(a) & (b)	\$4/Vehicle
Petaluma	No	--	--	No	No		No	(a)	\$4/Vehicle

**Other Local Funding Mechanisms Used by Jurisdictions and Transit Agencies**

Local Agency	Other Local Fees/Funds Used for Road Improvements						Local Transit/Altern. Mode Funding		Air District Vehicle Registration Fee
	Street/Rd. Assess. District	District Road Taxes (Counties)	Traffic Fines & Forfeitures. (Counties)	Traffic Safety Fund (Cities)	1/2 cent Sales Tax for Transp.	Other Misc. Funding	1/2 cent Sales Tax for Transp.	Other Misc. Local Funding	
Rohnert Park	No	--	--	No	No		No	No info	\$4/Vehicle
Santa Rosa	No	--	--	No	No	(9)	No	(a), (h)	\$4/Vehicle
Monterey County	?	No	No	--	No		No	(a)	\$4/Vehicle
City of Monterey	No	--	--	No	No	(9)	No	No info	\$4/Vehicle
Marina	No	--	--	Yes	No		No	No info	\$4/Vehicle
Salinas	Yes	--	--	Yes	No		No	No info	\$4/Vehicle
				Monterey-Salinas Transit}			No	(a), (b), (i)	
Santa Cruz County	No	Yes	No	--	No		No	No info	\$4/Vehicle
Capitola	No	--	--	No	No		No	No info	\$4/Vehicle
City of Santa Cruz	No	--	--	No	No		No	No info	\$4/Vehicle
Scotts Valley	No	--	--	No	No		No	No info	\$4/Vehicle
Watsonville	Yes	--	--	No	No		No	No info	\$4/Vehicle
			Santa Cruz Metropolitan Transit District}				No	(a) & (h)	
San Benito County	No	No	No	Y/Hollister	Meas A		No	(a)	\$4/Vehicle
Santa Barbara Co.	Yes	No	No	--	Meas D		Meas D	(a)	\$4/Vehicle
Buellton	No	--	--	No	Meas D		Meas D	No other local	
Carpinteria	Yes	--	--	No	Meas D		Meas D	(h)	\$4/Vehicle
Lompoc	No	--	--	No	Meas D		Meas D	(a) & (h)	\$4/Vehicle
Santa Barbara	No	--	--	Yes	Meas D	(5)	Meas D	(h)	\$4/Vehicle
Santa Maria	No	--	--	No	Meas D		Meas D	(b)	\$4/Vehicle
Solvang	No	--	--	Yes	Meas D		Meas D	No other local	
				Easy Lift Transportation} SBMTD}			Meas D	(a), (b), (h)	
							No	(a), (b)	
San Luis Obispo Co.	No	Yes	No	--	No		No	(a), (h), (i)	\$4/Vehicle
San Luis Obispo	No	--	--	No	No		No	(a)	\$4/Vehicle
				United Cerebral Palsy (Ride-On)} South County Area Transit}			No	(a) & (b)	
							No	(b)	
Fresno County		No	No	--	Meas C		Have option to use Meas C	(a), (h), (k)	\$4/Vehicle
Clovis	Yes	--	--	No	Meas C		Meas C	(a)	\$4/Vehicle
City of Fresno	No	--	--	No	Meas C		Not in current yr; have used Meas. C in past years though	No other local	\$4/Vehicle
Kern County	No	No	No	--	No	(9)	No	(a) & (h)	\$2/Vehicle
Rosamond Area	Yes	No	No	--	No		No	(a) & (h)	\$2/Vehicle
Bakersfield unincorp.	Yes	No	No	--	No		No	(a) & (h)	\$2/Vehicle
City of Bakersfield	No	--	--	No	No		No	No info	\$2/Vehicle
Ridgecrest	No	--	--	No	No		No	No info	\$2/Vehicle
Kings County	No	No	Yes	--	No		No	(a)	\$4/Vehicle
Hanford	Yes	--	--	Yes	No	(9)	No	No info	\$4/Vehicle
Madera County	No	Yes	No	--	Meas A		No	(h)	\$4/Vehicle
Madera City	No	--	--	No	Meas A		No	(h)	\$4/Vehicle
Tulare County	No	No	No	--	No		No	(a)	\$4/Vehicle
Porterville	No	--	--	No	No		No	(a)	\$4/Vehicle
City of Tulare	No	--	--	Yes	No		No	(a)	\$4/Vehicle
Visalia	No	--	--	No	No		No	(a)	\$4/Vehicle
Imperial County	No	No	No	--	Yes		No	(a), (h)	\$3/Vehicle
El Centro	No	--	--	No	Yes		No	(a)	\$3/Vehicle

Other Local Funding Mechanisms Used by Jurisdictions and Transit Agencies

Local Agency	Other Local Fees/Funds Used for Road Improvements						Local Transit/Altern. Mode Funding			
	Street/Rd. Assess. District	District Road Taxes (Counties)	Traffic Fines & Forfeitures. (Counties)	Traffic Safety Fund (Cities)	1/2 cent Sales Tax for Transp.	Other Misc. Funding	1/2 cent Sales Tax for Transp.	Other Misc. Local Funding	Air District Vehicle Registration Fee	
Los Angeles County	Yes	Yes	Yes	--	Prop A	(10)	Props A & C (Prop C is specifically transit and rail improvements)	(a), (h), (g)	\$4/Vehicle	
Long Beach	Yes	--	--	No	Prop A	(10)	Props A & C	(a), (b), (g), (h), (i)	\$4/Vehicle	
Pasadena	No	--	--	No	Prop A		Props A & C	No info	\$4/Vehicle	
Santa Monica	No	--	--	No	Prop A		Props A & C	(a), (b), (g), (i)	\$4/Vehicle	
There are 6 regional transit authorities: all but one use sales tax revenues, all use (a), and 3 use (b).										
Ventura County	No	No	Yes	--	No	South Coast Area Transit)	No	(a) & (d)	\$4/Vehicle	
Camarillo	Yes	--	--	No	No		No	(d) & (h)	\$4/Vehicle	
Fillmore	Yes	--	--	Yes	No		No	(d)	\$4/Vehicle	
Moorpark	Yes	--	--	No	No		No	(a) & (d)	\$4/Vehicle	
Oxnard	No	--	--	Yes	No		No	(d)	\$4/Vehicle	
Port Hueneme	Yes	--	--	Yes	No		No	No info	\$4/Vehicle	
San Buenaventura	Yes	--	--	No	No		No	(d)	\$4/Vehicle	
Santa Paula	No	--	--	No	No		No	No info	\$4/Vehicle	
Simi Valley	No	--	--	No	No		No	(b), (d), (h)	\$4/Vehicle	
Thousand Oaks	Yes	--	--	Yes	No		No	(a) & (d)	\$4/Vehicle	
							No	(a) & (h)		
Riverside County		Yes	No	--	Meas A	There are 3 regional transit agencies; all use (a); Sunline Transit uses local sales tax.	Meas A	No info	\$4/Vehicle	
Coachella VAG					Meas A		Meas A	No info		
Eastern Riverside Co		Yes	No	--	Meas A		Meas A	No info	\$4/Vehicle	
Cathedral City	Yes	--	--	Yes	Meas A		(1)	Meas A	No info	\$4/Vehicle
Indio	Yes	--	--	No	Meas A		(1)	Meas A	No info	\$4/Vehicle
Palm Springs	Yes	--	--	No	Meas A		(1)	Meas A	No info	\$4/Vehicle
Western Riverside COG		Yes	No	--	Meas A			Meas A	No info	\$4/Vehicle
Western Riverside Co					Meas A			Meas A	No info	\$4/Vehicle
Corona	No	--	--	No	Meas A			Meas A	(a)	\$4/Vehicle
Hemet	Yes	--	--	No	Meas A			Meas A	No info	\$4/Vehicle
Moreno Valley	Yes	--	--	No	Meas A			Meas A	No info	\$4/Vehicle
Riverside	Yes	--	--	Yes	Meas A			Meas A	No other local	\$4/Vehicle
Temecula	No	--	--	No	Meas A			Meas A	No info	\$4/Vehicle
San Bernardino Co	No	No	No	--	Meas I	There are 3 regional transit authorities)	Meas I	See regl. agencies	\$4/Vehicle	
Apple Valley	No	--	--	No	Meas I		Meas I	No info	\$4/Vehicle	
Chino	Yes	--	--	No	Meas I		Meas I	No info	\$4/Vehicle	
Chino Hills	No	--	--	No	Meas I		Meas I	No info	\$4/Vehicle	
Colton	No	--	--	No	Meas I		Meas I	No info	\$4/Vehicle	
Fontana	No	--	--	Yes	Meas I		Meas I	No info	\$4/Vehicle	
Hesperia	No	--	--	No	Meas I		Meas I	No info	\$4/Vehicle	
Montclair	No	--	--	No	Meas I		Meas I	No info	\$4/Vehicle	
Ontario	Yes	--	--	Yes	Meas I		Meas I	No info	\$4/Vehicle	
Rancho Cucamonga	Yes	--	--	Yes	Meas I		Meas I	No info	\$4/Vehicle	
Redlands	Yes	--	--	No	Meas I		Meas I	No info	\$4/Vehicle	
Rialto	Yes	--	--	No	Meas I		Meas I	No info	\$4/Vehicle	
San Bernardino	No	--	--	No	Meas I		Meas I	No info	\$4/Vehicle	
Upland	No	--	--	Yes	Meas I		Meas I	No info	\$4/Vehicle	
Victorville	Yes	--	--	No	Meas I		Meas I	No info	\$4/Vehicle	
Yucaipa	No	--	--	No	Meas I		Meas I	No info	\$4/Vehicle	
							All use Meas I	(a); (b)/Omni		
Inyo County	No	No	No	No	--		No	No other local	Eligible/Nonparticipating	
Mono County	No	No	Yes	No	No		No	No info	Eligible/Nonparticipating	



Other Local Funding Mechanisms Used by Jurisdictions and Transit Agencies

Local Agency	Other Local Fees/Funds Used for Road Improvements						Local Transit/Altern. Mode Funding		Air District Vehicle Registration Fee
	Street/Rd. Assess. District	District Road Taxes (Counties)	Traffic Fines & Forfeitures. (Counties)	Traffic Safety Fund (Cities)	1/2 cent Sales Tax for Transp.	Other Misc. Funding	1/2 cent Sales Tax for Transp.	Other Misc. Local Funding	
Alpine County	No	No	No	--	No		No	(a)	Eligible/Nonparticipating
Amador County	No	No	Yes	--	No		No	(a)	Eligible/Nonparticipating
Calaveras County	No	Yes	Yes	--	No		No	(a)	Eligible/Nonparticipating
Mariposa County	No	No	Yes	--	No		No	(a) & (h)	Eligible/Nonparticipating
Merced County	No	No	No	--	No		No	(a) & (h)	\$4/Vehicle
City of Merced	No	--	--	No	No		No	(a) & (h)	\$4/Vehicle
San Joaquin COG					Meas K	(8 in process)	Meas K		
San Joaquin County	No	Yes	No	--	Meas K		Meas K	(h)	\$4/Vehicle
Manteca	No	--	--	No	Meas K	(1)	Meas K	(a)	\$4/Vehicle
Stockton	Yes	--	--	No	Meas K	(6)	Meas K	No info	\$4/Vehicle
Tracy	No	--	--	No	Meas K	San Joaquin Regional Transit}	Meas K	No other local	\$4/Vehicle
							Meas K	(a), (b), (c), (h)	
Stanislaus County	No	No	No	--	No		No	(a)	\$4/Vehicle
Ceres	Yes	--	--	No	No		No	(a) & (h)	\$4/Vehicle
Modesto	No	--	--	Yes	No	(9)	No	(a) & (b)	\$4/Vehicle
Turlock	Yes	--	--	No	No		No	(a) & (h)	\$4/Vehicle
Tuolumne County	No	No	No	No	No		No	(a) & (i)	Eligible/Nonparticipating
San Diego County		No	Yes	--	Prop A	(10)	Prop A	(a) & (h)	\$2/Vehicle
Carlsbad	Yes	--	--	No	Prop A		Prop A	No info	\$2/Vehicle
Chula Vista	Yes	--	--	No	Prop A		Prop A	(a)	\$2/Vehicle
Coronado	No	--	--	No	Prop A		Prop A	No info	\$2/Vehicle
El Cajon	No	--	--	No	Prop A		Prop A	No info	\$2/Vehicle
Encinitas	Yes	--	--	No	Prop A		Prop A	No info	\$2/Vehicle
Escondido	No	--	--	No	Prop A		Prop A	No info	\$2/Vehicle
Imperial Beach	Yes	--	--	No	Prop A		Prop A	No info	\$2/Vehicle
Lemon Grove	No	--	--	Yes	Prop A		Prop A	No info	\$2/Vehicle
National City	No	--	--	No	Prop A		Prop A	(a)	\$2/Vehicle
Oceanside	Yes	--	--	No	Prop A		Prop A	No info	\$2/Vehicle
Poway	No	--	--	Yes	Prop A		Prop A	No info	\$2/Vehicle
San Diego	Yes	--	--	No	Prop A		Prop A	(a)	\$2/Vehicle
San Marcos	Yes	--	--	Yes	Prop A		Prop A	No info	\$2/Vehicle
Santee	Yes	--	--	No	Prop A		Prop A	No info	\$2/Vehicle
Vista	Yes	--	--	No	Prop A		Prop A	No info	\$2/Vehicle
	San Diego Trans Corp & N. San Diego Co Transit Development. Board}				MTDB Contract Services}		Prop A	(a), (b), (h), (i)	
							No	(a) & (h)	
OCTA					Meas M	(8), (10)	Meas M	(a), (b), (c), (d), (h)	
Orange County		No	No	--	Meas M		Meas M	See OCTA	\$4/Vehicle
Anaheim	No	--	--	Yes	Meas M		Meas M	See OCTA	\$4/Vehicle
Brea	No	--	--	No	Meas M		Meas M	See OCTA	\$4/Vehicle
Costa Mesa	No	--	--	Yes	Meas M		Meas M	See OCTA	\$4/Vehicle
Dana Point	No	--	--	No	Meas M		Meas M	See OCTA	\$4/Vehicle
Fullerton	No	--	--	No	Meas M		Meas M	See OCTA	\$4/Vehicle
Garden Grove	Yes	--	--	No	Meas M		Meas M	See OCTA	\$4/Vehicle
Irvine	No	--	--	No	Meas M		Meas M	See OCTA	\$4/Vehicle
						(9)			
						(9)			
Laguna Niguel	No			No	Meas M		Meas M	See OCTA	\$4/Vehicle
La Habre	No	--	--	Yes	Meas M		Meas M	See OCTA	\$4/Vehicle
Mission Viejo	No	--	--	No	Meas M		Meas M	See OCTA	\$4/Vehicle



# Other Local Funding Mechanisms Used by Jurisdictions and Transit Agencies

Local Agency	Other Local Fees/Funds Used for Road Improvements						Local Transit/Altern. Mode Funding		Air District Vehicle Registration Fee
	Street/Rd. Assess. District	District Road Taxes (Counties)	Traffic Fines & Forfeitures. (Counties)	Traffic Safety Fund (Cities)	1/2 cent Sales Tax for Transp.	Other Misc. Funding	1/2 cent Sales Tax for Transp.	Other Misc. Local Funding	
City of Orange	Yes	--	--	No	Meas M		Meas M	See OCTA	\$4/Vehicle
Placentia	Yes	--	--	No	Meas M		Meas M	See OCTA	\$4/Vehicle
San Clemente	No	--	--	No	Meas M		Meas M	See OCTA	\$4/Vehicle
Santa Ana	No	--	--	Yes	Meas M		Meas M	See OCTA	\$4/Vehicle
San Juan Capistrano	No	--	--	No	Meas M		Meas M	See OCTA	\$4/Vehicle
Stanton	No	--	--	No	Meas M		Meas M	See OCTA	\$4/Vehicle
Tustin	No	--	--	No	Meas M		Meas M	See OCTA	\$4/Vehicle
Yorba Linda	No	--	--	No	Meas M		Meas M	See OCTA	\$4/Vehicle

## Notes

### Misc. Funding, Streets and Roads:

- (1) Regional fee
- (2) Building or construction tax, valuation
- (3) General development fee
- (4) Public facilities tax
- (5) Utility tax
- (6) Air Quality fee used for road improv.
- (7) Regional fee in process
- (8) Toll Road/Bridge Toll Capture
- (9) Private parties financed
- (10) Public/Private Partnerships

### Misc. Funding, Transit, Altern. Modes:

- (a) Investment income, parking lot revenues, rental of of revenue vehicles, buildings, other property & other non-transportation revenues.
- (b) Advertising (display for revenues);Auxiliary Transp. Revenues
- (c) Property tax for transit
- (d) TDM Offsite Fee
- (e) Transit District Sales Tax
- (f) Special Transit District Augmentation Fund
- (g) Private / public partnerships
- (h) Local grants or subsidies (including General Fund monies)
- (i) Charter service.
- (j) Air quality fee used for alternative transportation improvements.
- (k) School bus service revenues.

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